SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

89

TIME TABLE

FOR THE

WESTERN DIVISION.

90
10/21/03

To Take Effect Saturday, August 1, 1903, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
General Manager.

JAS. AGLER,
Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

W. S. PALMER,
Superintendent.

JAS. C. WILDER,
Asst. Superintendent.

WESTERN DIVISION: San Francisco and Port Costa.

FROM SAN FRANCISCO.

TIME TABLE
No. 89.
August 1, 1903.

Third Class.			Second Class.					First Class.																Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
250	268	274	246	252	220	202	222	50	16	48	14	6	26	44	18	8	2	46	12	4	84	42	20					
Tracy Freight	Way Freight	Sacramento Freight	Fresno Freight	Freight	C. P. Through Freight	Sacramento Freight	Oregon Freight	Bakersfield Passenger	Oregon Express	★Martinez Passenger	Reno Passenger	C. P. Atlantic Express	The Owl	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger	El Paso Passenger	Overland Limited	Martinez Passenger	Oregon Express	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento Passenger					
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Danger Point	Caution Point			
....	....	....	....	....	....	....	....	PM LV 11.25	PM LV 8.05	PM LV 7.00	PM LV 7.00	PM LV 6.00	PM LV 5.00	PM LV 4.00	PM LV 3.30	AM LV 10.00	AM LV 10.00	AM LV 9.00	AM LV 8.30	AM LV 8.00	AM LV 8.00	AM LV 7.30	AM LV 7.00			...	0.00	.DN. **SAN FRANCISCO**... 4.50
....	....	....	....	....	....	....	....	s 11.50	s 8.38	s 7.40	s 7.32	s 6.35	s 5.28	s 4.28	s 3.56	s 10.35	s 10.30	s 9.25	s 9.02	s 8.30	s 8.25	s 7.58	s 7.28				4.50	.DN. **OAKLAND PIER**.... 1.39
AM LV 11.20	AM LV 8.00	AM LV 5.35	PM LV 11.20	PM LV 10.00	AM LV **3.20**	AM LV 1.40	AM LV 12.01	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			4	5.89	.DN. **West Oakland**..W. 0.60
11.29	8.10	5.45	11.30	10.10	3.30	1.50	12.10	s 11.56	s 8.44	s 7.47	s 7.40	s 6.43	s 5.35	s 4.34	s 4.02	s 10.43	s 10.36	s 9.31	s 9.10	s 8.37	s 8.31	s 8.04	s 7.34				6.49	.D.. **Oakland**.......... 1.14
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			3	7.63	.....**Emery**........... 1.12
11.36	8.19	5.53	11.37	10.17	3.37	1.57	12.17	AM 12.01	8.50	7.53	7.46	6.49	5.40	4.38	4.07	10.48	10.41	9.36	9.16	8.42	8.35	8.09	7.39				8.75	.D.. **Stock Yards**..... 1.67
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			3	10.42	.....**West Berkeley**... 0.73
11.44	**8.39** **8.46**	6.00	11.44	10.24	3.44	2.04	12.24	12.05	8.54	7.59	7.50	6.53	5.44	4.42	4.12	10.53	10.45	9.41	9.20	**8.46**	**8.39**	8.13	7.44				11.15	.....**Corbin**........... 0.53
....	....	....	....	....	....	....	....	....	....	f	....	....	....	....	f	....	....	f	....	....	....	....	f				11.68	.....**Fleming**.......... 0.50
11.47	9.02	6.03	11.48	10.28	3.48	2.08	12.28	12.07	8.56	8.01	7.52	6.55	5.46	4.44	4.14	10.55	10.47	9.44	9.22	8.48	8.41	8.15	7.46			2½	12.18	.....**Nobel**........... 0.59
....	....	....	....	....	....	....	....	....	....	f	....	....	....	....	f	....	....	f	....	....	....	....	f				12.77	.....**Point Isabel**..(Spur). 1.15
11.53	**9.25**	6.09	11.53	10.33	3.53	2.13	12.33	12.09	8.58	s 8.05	7.54	6.57	5.48	4.46	s 4.18	10.57	10.49	s 9.47	**9.25**	8.50	8.43	8.17	s 7.50	14	20	3	13.92	.D.. **Stege**........... 3.67
PM 12.04	**9.55**	6.21	AM **12.15**	10.45	4.05	2.25	12.45	**12.15**	9.04	s 8.14	8.00	7.03	5.53	4.52	s 4.26	11.03	10.54	s **9.55**	9.32	8.56	8.47	8.23	s 7.58			2	17.59	.DN. **San Pablo**.....W. 2.13
12.11	10.20	6.28	12.29	10.52	4.12	2.32	12.52	12.18	9.07	f 8.18	8.03	7.06	5.56	4.55	s 4.31	11.07	10.57	f 9.59	9.35	8.59	8.50	8.26	s 8.02			1	19.72	.....**Giant**.... 1.10
12.14	10.32	6.32	12.32	10.55	4.15	2.35	12.55	12.20	9.09	f 8.21	8.05	7.08	5.58	4.57	4.33	11 09	10.59	f 10.02	9.37	9.01	8.52	8.28	8.05			4	20.82	.....**Sobrante**..... 3.20
12.24	**11.04** **11.14**	6.42	12.42	11.05	4.25	2.45	1.05	† 12.25	9.14	s 8.29	8.10	7.13	6.03	5.02	s 4.40	**11.14**	**11.04**	s 10.10	9.43	9.06	8.57	8.33	s 8.12				24.02	.D.. **Pinole**........... 0.78
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			3	24.80	.....**Hercules**......... 1.66
12.33	11.43	6.49	12.48	11.12	4.32	2.52	1.12	12.29	9.18	s 8.35	8.14	7.17	6.07	5.07	s 4.46	11.18	11.07	s 10.16	9.47	9.10	9.00	8.38	s 8.18				26.46	.....**Rodeo**........... 1.02
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			4	27.48	.....**Oleum**........(Spur). 0.66
12.38	11.55	6.56	12.54	11.18	4.38	2.58	1.18	12.32	9.21	f 8.39	8.17	7.20	6.10	5.10	f 4.50	11.21	11.10	f 10.20	9.50	9.13	9.03	8.41	f 8.22				28.14	.....**Tormey**......... 0.87
12.40	PM 12.01	6.58	12.56	11.20	4.40	3.00	1.20	12.33	9.22	s 8.41	8.18	7.22	6.11	5.11 5.16	s 4.52	s 11.22	11.11	s 10.22	9.51	9.14	9.04	8.42 8.50	s 8.23			1½	29.01	.D.. **VALLEJO JUNCT.** .. 0.96
12.43	12.13	7.01	12.59	11.23	4.43	3.03	1.23	† 12.35	9.24	s 8.43	8.20	7.25	6.13	s 5.19	s 4.55	11.25	11.13	s 10 25	9.53	9.16	9.06	s 8.53	s 8.26			3	29.97	.D.. **Crockett**......... 2.20
12.50 PM AR	12.40 PM AR	7.10 AM AR	1.05 AM AR	11.30 PM AR	4.50 AM AR	3.10 AM AR	1.30 AM AR	s 12.40 AM AR	s 9.30 PM AR	s 8.50 PM AR	s 8.25 PM AR	s 7.30 PM AR	s 6.20 PM AR	s 5.25 PM AR	s 5.02 PM AR	s 11.32 AM AR	s 11.17 AM AR	s 10.31 AM AR	s10.00 AM AR	s 9.20 AM AR	s 9.10 AM AR	s 8.59 AM AR	s 8.33 AM AR				32.17	.DN. **PORT COSTA**...W.
Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
(1.30)	(4.40)	(1.35)	(1.45)	(1.30)	(1.30)	(1.30)	(1.29)	(0.50)	(0.52)	(1.10)	(0.53)	(0.55)	(0.52)	(0.57)	(1.06)	(0.57)	(0.47)	(1.06)	(0.54)	(0.50)	(0.45)	(1.01)	(1.05)					(32.17)

★ Steamer will connect at Vallejo Junction for Vallejo on *Sunday only.*

† No. 50 will, on Saturday and Sunday, stop on signal at Pinole and Crockett to let off passengers.

Trains will stop as follows:

At Richmond, Nos. 18, 46 and 48 on signal, and No. 20 regularly.
At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44, 46 and 48 on signal.

All trains must get orders or clearance cards before leaving Oakland Pier or West Oakland.

WESTERN DIVISION: San Francisco and Port Costa.

TIME TABLE
No. 89.
August 1, 1903.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM PORT COSTA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	First Class. 13 Reno Passenger Daily	9 Sunset Limited Daily	15 California Express Daily	25 The Owl Daily	41 Santa Rosa, Calistoga & San Ramon Passenger Daily	3 C. P. Pacific Express Daily	81 Lodi and Stockton Passenger Daily	17 Oroville & Sacram'to Passenger Daily	47 Martinez & Vallejo Passenger Daily	49 Fresno and Stockton Passenger Daily	5 C. P. Pacific Express Daily	83 Bakers-field Passenger Daily	1 Overland Limited Daily	43 Santa Rosa, Calistoga & San Ramon Passenger Daily	45 Martinez Passenger Daily	19 Sacram'to Passenger Daily	11 California Express Daily
.DN. **SAN FRANCISCO**... 4.50	32.17	....			A M AR 7.55	A M AR 8.25	A M AR 8.55	A M AR 8.55	A M AR 9.25	A M AR 10.25	A M AR 10.25	A M AR 10.55	A M AR 11.25	P M AR 12.25	P M AR 4.25	P M AR 5.25	P M AR 6.25	P M AR 6.25	P M AR 6.55	P M AR 7.25	P M AR 7.55
.DN. **OAKLAND PIER**.... 1.39	27.67	....			s7.10	s7.45	s8.10	s8.20	s8.50	s9.35	s9.50	s10.10	s10.50	P M s11.45	s3.42	s4.45	s5.37	s5.50	s6.20	s6.40	s7.20
.DN. **West Oakland**..W. 0.60	26.28				......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
.D.. **Oakland**.......... 1.14	25.68	5			s7.04	s7.39	s8.03	s8.14	s8.44	s9.29	s9.45	s10.04	s10.44	s11.39	s3.37	s4.39	s5.31	s5.45	s6.13	s6.34	s7.14
.....**Emery**.......... 1.12	24.54	5			......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
.D.. **Stock Yards**...... 1.67	23.42				6.59	7.34	7.58	8.09	8.39	9.22	9.40	9.59	f10.38	11.34	3.32	4.34	5.25	5.41	6.07	6.28	7.09
.....**West Berkeley**.... 0.73	21.75	6			......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
.....**Corbin**........... 0.53	21.02				6 54	7.29	7.53	8.04	8.34	9.16	9.36	9.54	10.32	11.30	3.27	**4.29**	5.21	5.37	6.02	6.24	7.05
.....**Fleming**.......... 0.50	20.49				......	......	......	......	f.....	......	......	......	f......	......	......	......	......	......	f....	......	......
.....**Nobel**............ 0.59	19.99	6			6.52	7.27	7.51	8.02	8.31	9.14	9.34	9.52	10.29	11.28	3.25	4.27	5.19	5.35	5.59	6.22	7.03
.....**Point Isabel**..(Spur). 1.15	19.40				......	......	......	......	......	......	......	......	f......	......	......	......	......	......	f....	......	......
.D.. **Stege**............ 3.67	18.25		14	20	6.50	7.25	7.49	8.00	s8.28	9.11	9.32	9.49	s10.26	11.26	3.23	4.25	5.17	5.33	s5.57	†6.19	7.01
.DN. **San Pablo**......W. 2.13	14.58	7½			6.44	7.19	7.44	7.55	s8.21	9.03	9.27	9.42	s10.18	11.21	3.17	4.20	5.12	5.28	s5.49	†6.12	6.56
.....**Giant**............ 1.10	12.45	4½			6.41	7.16	7.40	7.51	f8.17	8.58	9.24	9.38	s10.14	11.18	3.14	*4.16	5.09	5.25	f5.44	6.08	6.53
.....**Sobrante**......... 3.20	11.35	2½			6.39	7.14	7.38	7.49	f8.15	8.56	9.22	9.36	10.11	11.16	3.12	4.14	5.07	5.23	f5.41	6.06	6.51
.D.. **Pinole**........... 0.78	8.15	8			6.34	7.09	7.33	7.44	s8.09	8.50	9.17	9.30	s**10.05**	11.11	**3.07**	s4.08	5.02	5.18	s5.34	s6.00	6.46
.....**Hercules**......... 1.66	7.37	6			......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
.....**Rodeo**............ 1.02	5.71				6.30	7.05	7.29	7.40	s8.03	8.45	9.13	9.25	s 9.59	11.07	3.02	4.03	4.58	5.14	s5.28	†5.55	6.42
.....**Oleum**........(Spur). 0.66	4.69				......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
.....**Tormey**........... 0.87	4.03	6¼			6.27	7.02	7.26	7.37	7.58	8.41	**9.10**	**9.22**	f 9.56	11.04	2.59	**4.00**	4.55	5.11	f5.24	5.51	6.38
.D.. **VALLEJO JUNCT.**.. 0.96	3.16				6.26	7.01	7.25	7.36	{ 7.57 { 7.52	8.40	9.09	9.21	s 9.55	s11.02	2.58	s3.58	4.54	{ 5.10 { 5.00	s5.22	5.50	s6.36
.D.. **Crockett**......... 2.20	2.20	3			6.24	6.59	7.23	7.34	s7.50	8.38	9.07	9.19	s 9.52	10.59	2.56	3.56	4.52	s4.58	s5.20	†5.48	f6.33
.DN. **PORT COSTA**...W.	0.00	6			s6.20 A M LV	6.55 A M LV	s7.19 A M LV	7.30 A M LV	7.45 A M LV	s8.33 A M LV	9.03 A M LV	s9.15 A M LV	9.47 A M LV	10.54 A M LV	2.52 P M LV	3.52 P M LV	4.48 P M LV	4.53 P M LV	5.15 P M LV	s5.43 P M LV	s6.28 P M LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
(32.17)					(0.50)	'0.50)	(0.51)	(0.50)	(1.05)	(1.02)	(0.47)	(0.55)	(1.03)	(0.51)	(0.50)	(0.53)	(0.49)	0.57)	(1.05)	(0.57)	(0.52)

STATIONS.	Second Class. 201 Ogden Freight Daily	219 Ogden Freight Daily	221 Oregon Freight Daily	241 El Paso Freight Daily	Third Class. 265 Freight Daily	273 Sacramento Freight Daily Ex. Sun.	249 Tracy Freight Daily Ex. Sun.	267 Way Freight Daily Ex. Sun.	217 Ogden Freight Daily
.DN. **SAN FRANCISCO**...	......	......	......	......	......	......	......	......	......
.DN. **OAKLAND PIER**....	......	......	......	......	......	......	......	......	......
.DN. **West Oakland**..W.	A M AR 2.00	A M AR 4.40	A M AR 6.20	A M AR 11.40	A M AR **3.20**	P M AR 3.15	P M AR 3.00	P M AR 5.05	P M AR 5.25
.D.. **Oakland**..........	1.50	4.30	6.10	11.29	3.10	3.05	2.50	4.55	5.16
.....**Emery**..........	......	......	......	......	......	......	......	......	......
.D.. **Stock Yards**......	1.42	4.22	6.02	11.18	3.02	2.57	2.42	4.45	5.08
.....**West Berkeley**....	......	......	......	......	......	......	......	......	......
.....**Corbin**...........	1.35	4.15	5.55	11.08	2.55	2.50	2.35	**4.29**	5.01
.....**Fleming**..........	......	......	......	......	......	......	......	......	......
.....**Nobel**............	1.31	4.11	5.51	11.03	2.51	2.46	2.31	4.10	4.57
.....**Point Isabel**..(Spur).	......	......	......	......	......	......	......	......	......
.D.. **Stege**............	1.27	4.07	5.47	10.56	2.47	2.42	2.27	4.00	4.52
.DN. **San Pablo**......W.	1.15	3.55	5.35	10.40	2.35	2.30	2.15	3.42	4.41
.....**Giant**............	1.08	3.48	5.28	10.32	2.28	2.23	2.08	3.32	4.33
.....**Sobrante**.........	1.05	3.45	5.25	10.27	2.25	2.20	2.05	3.24	4.30
.D.. **Pinole**...........	12.55	3.35	5.15	**10.05**	2.15	2.10	1.55	**3.07**	4.20
.....**Hercules**.........	......	......	......	......	......	......	......	......	......
.....**Rodeo**............	12.48	3.28	5.08	9.40	2.08	2.03	1.48	2.37	4.12
.....**Oleum**........(Spur).	......	......	......	......	......	......	......	......	......
.....**Tormey**...........	12.42	3.22	5.02	{**9.22** {**9.10**	2.02	1.57	1.42	2.25	**4.00**
.D.. **VALLEJO JUNCT.**..	12.40	3.20	5.00	8.56	2.00	1.55	1.40	2.19	3.45
.D.. **Crockett**.........	12.37	3.17	4.57	8.52	1.57	1.52	1.37	2.13	3.40
.DN. **PORT COSTA**...W.	12.30 A M LV	3.10 A M LV	4.50 A M LV	8.45 A M LV	1.50 A M LV	1.45 P M LV	1.30 P M LV	2.00 P M LV	3.30 P M LV
	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily
(32.17)	(1.30)	(1.30)	(1.30)	(2.55)	(1.30)	(1.30)	(1.30)	(3.05)	(1.55)

† Train No. 19 will stop on signal to let off passengers from points east of Benicia.
* Train No. 83 will stop on signal at Giant on Saturday.

Trains will stop as follows:

At Richmond, Nos. 41 and 47 on signal, and No. 45 regularly.
At Krieger, Nos. 41, 45 and 47 on signal.
At Eckleys, Nos. 41, 45 and 47 on signal.

All trains must get orders or clearance cards before leaving Port Costa.

WESTERN DIVISION: Port Costa and Sacramento.

TIME TABLE
No. 89.
August 1, 1903.

FROM SAN FRANCISCO.

		Third Class.			Second Class.					First Class.											Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO	
		276 Red Bluff Freight	270 Red Bluff Freight	274 Way Freight		272 Portland Fast Freight	220 C. P. Through Freight	202 Sacramento Freight	222 Oregon Freight	16 Oregon Express	14 Reno Passenger	6 C. P. Atlantic Express	18 Sacramento and Oroville Passenger	54 Oroville Passenger	2 Overland Limited	12 Oregon Express	4 C. P. Atlantic Express	20 Sacramento Passenger	70 Willows Passenger	56 Oroville Passenger					STATIONS.
		Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Danger Point	Caution Point			
										PM LV 8.05	PM LV 7.00	PM LV 6.00	PM LV 3.30		AM LV 10.00	AM LV 8.30	AM LV 8.00	AM LV 7.00						0.00	**SAN FRANCISCO** 32.17
				Ferry			Ferry	Ferry	Ferry	Ferry	Ferry	Ferry	Ferry		Ferry	Ferry	Ferry	Ferry						32.17	DN. **PORT COSTA** W. 1.08
				AM LV **8.55**			AM LV **5.50**	AM LV **4.00**	AM LV **2.20**	PM LV s 10.00	PM LV s 8.55	PM LV s 8.00	PM LV s **5.23**		AM LV 11.35	AM LV s 10.25	AM LV s 9.43	AM LV s **8.55**			14	20	2	33.25	DN. **BENICIA** W. 0.88
				9.07			5.53	4.03	2.24	10.02	8.57	8.02	5.25		11.37	10.27	9.45	f 8.57					1	34.13	Mail Dock 0.73
				9.10			5.56	4.07	2.27	10.03	8.58	8.03	f 5.27		11.38	10.28	9.47	f 8.58					5	34.86	Army Point 4.15
				9.25			6.12	4.23	2.46	10.11	9.06	8.11	f 5.35		11.43	10.36	9.55	f 9.06					6	39.01	DN. Goodyear W. 1.03
																								40.04	Hoyt (Spur). 3.15
				9.41			**6.34**	4.39	**3.04**	**10.19**	9.14	8.19	f **5.47**		**11.49**	10.43	10.03	f 9.13					8	43.19	Cygnus 1.00
				9.45			6.38	4.43	3.07	10.21	9.16	8.21	f 5.49		11.50	10.45	10.05	f 9.15						44.19	Teal 5.31
				10.15 11.25			6.57	**5.15** 5.50	3.27	s 10.32	s **9.27**	s 8.32	s 6.02		11.57	s **10.55**	s **10.15**	s 9.25					3	49.50	DN. **SUISUN** W. 3.18
				PM **12.01**			**7.22**	**6.15**	3.38	10.39	9.34	**8.39**	f 6.09		PM **12.01**	11.02	10.22	f **9.32**					2	52.68	Tolenas 2.15
													f					f					1½	54.83	Vanden 1.52
				12.25			**8.06**	6.35	3.53	10.45	9.40	8.45	f 6.15		12.06	11.08	10.28	f 9.38					4	56.35	Cannon 3.97
				1.15			**8.35**	**7.09**	4.10	s 10.53	s 9.48	s 8.53	s 6.27		12.10	s 11.15	s 10.36	s 9.47					4½	60.32	DN. **ELMIRA** W 4.83
				1.43			8.55	7.23	**4.44**	11.03	9.57	9.03	s 6.37		12.15	11.24	10.46	s 9.57					3	65.15	D.. Batavia 3.35
				2.20			9.08	**7.41**	4.57	11.09	f 10.03	9.09	s 6.46		12.19	11.30	10.52	s 10.03					4	68.50	DN. Dixon W. 4.27
				2.40			9.25	8.05	5.12	**11.17**	10.12	9.17	f **6.54**		12.24	11.37	11.01	f 10.12					2½	72.77	Tremont 2.79
																							1	75.56	Briggston (Spur). 1.00
		PM LV 7.45	PM LV **5.50**	**3.28** **3.55**		PM LV **11.25**	9.40	**8.45**	**5.35**	s **11.25**	s 10.20	s 9.25	7.02 **7.10**	PM LV 4.40	12.29	11.45 AM AR	s **11.12**	10.20 10.25	AM LV 7.35	AM LV **7.25**			5	76.56	DN. **DAVIS** W. 1.08
																								77.64	Oakshade (Spur). 2.64
													f	f				f	f					80.28	Swingle (Spur). 1.16
		8.00	6.03	4.13		11.47	10.00	9.07	**5.58**	11.33	**10.28**	9.33	7.19	f 4.48	12.35		11.20	10.33	7.45	7.35			6	81.44	DN. Webster 6.20
		8.17	6.22	4.35		AM 12.05	10.25	9.35	**6.26** **6.40**	11.42	**10.37**	9.42	7.28	4.58	12.42		11.29	10.42	7.55	7.45			4	87.64	Mikon 2.15
		8.25 PM AR	**6.35** PM AR	4.45 PM AR		12.15 AM AR	10.40 AM AR	9.50 AM AR	6.50 AM AR	11.50 PM AR	10.45 PM AR	**9.50** PM AR	7.35 PM AR	**5.05** PM AR	12.50 PM AR		11.35 AM AR	**10.50** AM AR	**8.00** AM AR	7.50 AM AR				89.79	DN. **SACRAMENTO**
		Daily	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
							10.45 PM AR	4.00 AM AR				5.30 AM AR			12.45 PM AR		5.30 PM AR								**OGDEN**
									3.30 PM AR	7.45 AM AR						7.00 PM AR									**PORTLAND**
		(0.40)	(0.45)	(7.50)		(0.50)	(4.50)	(5.50)	(4.30)	(1.50)	(1.50)	(1.50)	(2.12)	(0.25)	(1.15)	(1.20)	(1.52)	(1.55)	(0.25)	(0.25)					(56.54)

All trains must get orders or clearance cards before leaving Benicia, or Davis.
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

Trains will stop as follows:
At Joyce, Train Nos. 18 and 20 on signal.

WESTERN DIVISION: Port Costa and Sacramento.

TOWARD SAN FRANCISCO.

TIME TABLE No. 89. August 1, 1903. STATIONS.	DISTANCE FROM SACRAMENTO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	First Class.											Second Class.					Third Class.			
					13	15	3	17	53	5	1	19	11	69	55	271	201	219	221		273	269	275	
					Reno Passenger	California Express	C. P. Pacific Express	Oroville and Sacramento Passenger	Oroville Passenger	C. P. Pacific Express	Overland Limited	Sacramento Passenger	California Express	Willows Passenger	Oroville Passenger	Portland Fast Freight	Ogden Freight	Ogden Freight	Oregon Freight		Way Freight	Red Bluff Freight	Red Bluff Freight	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily	Daily	
.....**SAN FRANCISCO**... 32.17	89.79	.....			AM AR 7.55	AM AR 8.55	AM AR 10.25	AM AR 10.55	....	PM AR 4.25	PM AR 6.25	PM AR 7.25	PM AR 7.55	....	....	....	....	....	....	....	....	....	....	....
.DN. **PORT COSTA** ...W. 1.08	57.62	.....			Ferry AM AR	Ferry AM AR	Ferry AM AR	Ferry AM AR	....	Ferry PM AR	Ferry PM AR	Ferry PM AR	Ferry PM AR	....	....	....	Ferry PM AR	Ferry AM AR	Ferry AM AR	....	Ferry PM AR	....	....	....
.DN. **BENICIA**.........W. 0.88	56.54		14	20	s **5.50**	s 6.55	s 8.02	s **8.55**	....	2.25	4.21	s **5.23**	s 6.07	....	....	....	11.40	**2.20**	**4.00**	....	12.45	....	....	....
.....Mail Dock......... 0.73	55.66	3			5.45	6.50	7.57	8.50	....	2.22	4.18	ƒ 5.18	6.02	....	....	....	11.33	2.14	3.53	....	12.32	....	....	....
.....Army Point........ 4.15	54.93	2			5.43	6.49	7.56	ƒ 8.48	....	2.21	4.17	ƒ 5.17	6.00	....	....	....	11.27	2.10	3.48	....	12.28	....	....	....
.DN. Goodyear.......W. 1.03	50.78	10			5 35	6.42	7.49	ƒ 8.40	....	2.15	4.12	ƒ 5.09	5.54	....	....	....	10.55	1.52	3.27	....	12.08 PM	....	....	....
.....Hoyt ....(Spur). 3.15	49.75	8½			....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.....Cygnus 1.00	46.60				5.27	**6.34**	7.41	ƒ 8.32	....	2.08	4.06	ƒ 5.01	**5.47**	....	....	....	**10.19**	1.35	**3.04**	....	**11.49**	....	....	....
.....Teal 5.31	45.60	12½			5.25	6.32	7.39	ƒ 8.30	....	2.06	4.05	ƒ 4.59	5.45	....	....	....	10.07	1.31	2.55	....	11.35	....	....	....
.DN. **SUISUN** ....W. 3.18	40.29				s **5.15**	s 6.22	s 7.29	s 8.20	....	2.00	3.58	s 4.49	s 5.35	....	....	....	**9.27**	1.10	2.30	....	11.15 **10.15**	....	....	....
.....Tolenas 2.15	37.11	6½			5.07	**6.15**	**7.22**	ƒ 8.13	....	1.56	3.54	ƒ 4.41	5.28	....	....	....	**8.39**	12.45	2.15	....	**9.32**	....	....	....
.....Vanden 1.52	34.96	4½			....	....	....	ƒ	....	....	....	ƒ	....	....	....	....	....	....	....	....	....	....	....	....
.....Cannon 3.97	33.44	3			5.01	6.10	7.17	ƒ **8.06**	....	1.52	3.50	ƒ 4.34	5.22	....	....	....	8.12	12.28	1.59	....	9.10	....	....	....
.DN. **ELMIRA** ....W. 4.83	29.47	8			s 4.53	s 6.04	s **7.09**	s 7.57	....	1.48	3.46	s 4.26	5.15 5.10	....	....	....	7.53	12.12	1.42	....	8.55 **8.35**	....	....	....
.D.. Batavia 3.35	24.64	9½			**4.44**	5.56	7.01	s 7.47	....	**1.43**	3.41	s 4.15	ƒ 5.02	....	....	....	7.23	AM 11.51	1.21	....	8.10	....	....	....
.DN. Dixon ....W. 4.27	21.29	6½			4 39	5.50	6.57	s **7.41**	....	1.39	3.38	s 4.10	s 4.55	....	....	....	7.11	11.37	1.07	....	**7.41**	....	....	....
.....Tremont........... 2.79	17.02	8½			4.31	5.42	6.50	ƒ 7.32	....	1.34	3.33	ƒ 4.01	4.47	....	....	....	**6.54**	**11.17**	12.47	....	7.05	....	....	....
.....Briggston ....(Spur). 1.00	14.23	5½			....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.DN. **DAVIS**...........W. 1.08	13.23	2			s 4.25	s **5.35**	s **6.44**	s **7.25**	AM AR **11.12**	1.29	**3.28**	s **3.55**	4.40 PM LV	PM AR 7.00	PM AR **7.10**	AM AR **5.35**	6.30 **5.50**	10.55	12.30 AM **11.25**	....	**6.44**	AM AR 7.15	AM AR **8.45**	....
.....Oakshade ....(Spur). 2.64	12.15	10			....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.....Swingle ......(Spur). 1.16	9.51				....	....	....	ƒ	ƒ	....	....	ƒ	....	....	ƒ	....	....	....	....	....	....	....	....	....
.DN. Webster........... 6.20	8.35				4.15	5.25	6.35	7.15	11.03	1.23	3.22	3.45	....	6.48	6.58	5.06	5.35	**10.28**	11.00	....	**5.58**	6.57	8.30	....
.....Mikon 2.15	2.15	12½			4.05	5.16	**6.26**	7.06	10.55	1.16	3.16	3.36	....	6.40	6.50	4.48	5.15	9.58	**10.37**	....	5.29	**6.40**	8.10	....
.DN. **SACRAMENTO**	0.00	7			4.00 AM LV	5.10 AM LV	6.20 AM LV	7.00 AM LV	**10.50** AM LV	1.10 PM LV	3.10 PM LV	3.30 PM LV	....	**6.35** PM LV	6.45 PM LV	4.40 AM LV	**5.05** PM LV	**9.50** PM LV	10.20 PM LV	....	5.20 AM LV	6.30 AM LV	**8.00** AM LV	....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily Ex. Sun.	Daily	Daily	
.....**OGDEN**	....	.....			....	.. ..	2.00 AM LV	....	....	10.15 AM LV	2.15 PM LV	....	....	....	....	....	2.00 PM LV	1.45 PM LV	....	....	....	....	....	....
.....**PORTLAND**	....	.....			....	8.30 PM LV	....	....	....	....	....	....	8.30 AM LV	....	....	....	....	....	8.50 AM LV	....	....	....	....	....
(56.54)					(1.50)	(1.45)	(1.42)	(1.55)	(0.22)	(1.15)	(1.11)	(1.53)	(1.27)	(0.25)	(0.25)	(0.55)	(6.35)	(4.30)	(5.40)		(7.25)	(0.45)	(0.45)	

All trains must get orders or clearance cards before leaving Sacramento, or Davis, except Nos. 1 and 5, which may be cleared at Davis by semaphore.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

Trains will stop as follows: At Joyce, Trains Nos. 17 and 19 on signal.

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

FROM SAN FRANCISCO.

TIME TABLE No. 89.

August 1, 1903.

Third Class.	Second Class.		First Class.										Flagging Distance Expressed in Number of Poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
250	252	246	48	26	142	44	8	46	58	60	84	50	Danger Point	Caution Point			
Tracy Way Freight	Freight	Fresno Freight	Martinez Passenger	The Owl	Martinez and Stockton Passenger	San Ramon Passenger	El Paso Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Bakersfield Passenger	Bakersfield Passenger					
Daily Ex Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily					
			PM LV 7.00	PM LV 5.00	PM LV 4.00	PM LV 4.00	AM LV 10.00	AM LV 9.00	AM LV 7.30	AM LV 7.30	AM LV 8.00	PM LV 11.25	....	....	.....	0.00	**SAN FRANCISCO** 32.17
PM LV **1.05**	PM LV 11.30	AM LV 1.05	PM LV 8.50	PM LV 6.20		PM LV 5.25	AM LV 11.32	AM LV 10.31	AM LV 9.17	AM LV 9.17	AM LV 9.10	AM LV 12.40	14	20	7	32.17	.DN. **PORT COSTA** ... W. 3.47
1.45	11.57 AM	**1.23**	9.00 PM AR	6.30	PM LV 5.47	s 5.37	s 11.42	10.40 AM AR	s **9.35**	s 9.29	s 9.20	s 12.49			6	35.64	.D.. **MARTINEZ** ..... W. 2.14
					f	f			f	f						37.78	**Peyton** 1.37
2.10	12.15	1.35		6.38	s 5.55	s 5.45	**11.48**		s 9.52	s 9.40	s 9.27	s **12.57**				39.15	.D.. **AVON**
						5.45			9.52	9.40			14	20	7½	39.15	.D.. **AVON**
						s 5.55			s 10.55	s 9.50					4½	43.55	.D.. **Concord** .... W. 0.74
																44.29	**Nacio** 1.86
						f 6 01			f 11.08	f 9.56					5	46.15	**Hookston** 3.00
						s 6.08			s 11.28	s 10.03					7½	49.15	.D.. **Walnut Creek** } San Ramon Branch. 4.40
						s 6.18			s 11.49	s 10.12					3¾	53.55	**Hemme** 2.20
						s 6.23			PM s 12.05	s 10.17					3	55.75	.D.. **Danville** 1.70
						f			f	f					2½	57.45	**Osage** 1.40
						6.30 PM AR			12.15 PM AR	10.25 AM AR						58.85	**SAN RAMON**
2.10	12.15	1.35		6.38	5.55		**11.48**				9.27	**12.57**	14	20	3	39.15	.D.. **AVON** 3.09
2.35	**12.30**	1.43		6.43	f 6.01		11.52				f 9.33	1.03			3¼	42.24	**Bay Point** 3.26
2.48	12.43	1.53		6.48	f 6.07		11.57				f 9.40	1.08			4½	45.50	**McAvoy** 4.39
3.18	**1.15**	2.08		6.55	s 6.15		PM ★ 12.05				s 9.49	**1.15**			1¾	49.89	.DN. **Cornwall** .... W. 1.87
3.25	1.30	2.13		6.58	f 6.18		12.08				f 9.53	1.18				51.76	**Los Medanos** 2.30
																54.06	**Empire** 0.48
3.45	1.41	2.22		7.03	s 6.23		★ 12.14				Foot-note s **10.00**	1.23			4	54.54	.D.. **Antioch** 3.91
4.12	1.57	2.35		7.08	f 6.30		12.20				**10.07**	1.28			4¼	58.45	**Neroly** 4.25
5.10	2.13	2.53		7.14	s 6.39		★ 12.28				s 10.16	1.34			5	62.70	.DN. **Brentwood** ..... W. 5.13
5.55	2.33	3.10		7.22	s 6.49		★ 12 38				s 10.26	1.42			5	67.83	.D.. **Byron** 4.85
6.15	2.52	3.25		7.29	f 6.57		**12.45**				f 10.33	1.48			4	72.68	**Herdlyn** 3.96
7.04 **7.35**	3.08	3.38		**7.35**	s **7.04**		12.50				f 10.39	1.53			7	76.64	.D.. **Bethany** 6.61
8.10 PM AR	3.35 AM AR	4.00 AM AR		s 7.45 PM AR	s 7.15 PM AR		¶ 1.00 PM AR				s 10.50 AM AR	s 2.03 AM AR				83.25	.DN. **TRACY** .... W.
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily					
(7.05)	(4.05)	(2.55)	(0.10)	(1.25)	(1.28)	(1.05)	(1.28)	(0.09)	(2.58)	(1.08)	(1.40)	(1.23)					(51.08)

Trains will stop as follows:

At Nevada Dock, Trains Nos. 44, 46, 58 and 60 on signal.

At Widbero, all passenger trains on signal.

★ No. 8 will stop, on signal, to let off passengers.

As Trains Nos. 8 and 26 will not stop at Avon, Conductor will register by leaving a card, and Telegrapher at this place will be out to receive the card and note it on the register.

Train No. 58 has right of track over Train No. 57.

Train No. 49 will take siding when meeting No. 84 at Antioch.

All trains must get orders or clearance cards before leaving Port Costa.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Port Costa, San Ramon and Tracy.

TOWARD SAN FRANCISCO.

TIME TABLE No. 89.
August 1, 1903.

STATIONS.	Distance from Tracy.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles		First Class.													Second Class.			Third Class.			
			Danger Point	Caution Point	9	25	41	81	47	49	83	57	59	141	45			241			249	217	265	
					Sunset Limited	The Owl	San Ramon Passenger	Lodi and Stockton Passenger	Martinez Passenger	Fresno and Stockton Passenger	Bakersfield Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Stockton and Martinez Passenger	Martinez Passenger			El Paso Freight			Tracy Way Freight	Ogden Freight	Freight	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily			Daily			Daily Ex. Sun.	Daily	Daily	
SAN FRANCISCO 32.17	83.25				A M AR 8.25	A M AR 8.55	A M AR 9.25	A M AR 10.25	A M AR 11.25	P M AR 12.25	P M AR 5.25	P M AR 6.25	P M AR 6.25	P M AR 6.55	P M AR 6.55									
DN **PORT COSTA** W 3.47	51.08	12			A M AR s 6.55	A M AR s 7.30	A M AR s 7.40	A M AR s 9.03	A M AR s 9.45	A M AR s 10.54	P M AR s 3.52	P M AR s 4.45	P M AR s 4.45		P M AR s 5.15			A M AR 8.45			P M AR **1.05**	P M AR 3.30	A M AR 1.50	
D **MARTINEZ** W 2.14	47.61		14	20	s 6.45	7.20	s 7.30	† 8.55	**9.35** A M LV	s 10.44	s 3.42	s 4.27	s 4.35	P M AR 4.55	5.05 P M LV			8.22			12.30 P M	3.00	**1.23**	
Peyton 1.37	45.47	11					f			f			f	f										
D **AVON**	44.10				6.36	7.12	7.22	8.48		10.35	3.35	4.11	4.27	4.48				8.09			**11.48**	2.46	**12.57**	
San Ramon Branch.																								
D **AVON** 4.40	44.10	11					s 7.22					s 4.11	s 4.27											
D **Concord** W 0.74	48.50						s 7.12					s 3.47	s 4.16											
Nacio 1.86	49.24	6½																						
Hookston 3.00	51.10	7½					f 7.05					f 3.10	f 4.08											
D **Walnut Creek** 4.40	54.10	11	14	20			s 6.58					s 2.53	s 4.01											
Hemme 2.20	58.50	5¾					s 6.47					s 2.28	s 3.49											
D **Danville** 1.70	60.70	4½					s 6.42					s 2.17	s 3.43											
Osage 1.40	62.40	3¾					f					f	f											
SAN RAMON	63.80						6.35 A M LV					2.00 P M LV	3.35 P M LV											
D **AVON** 3.09	44.10	6			s 6.36	7.12		8 48		s 10.35	3.35			s 4.48				8.09			**11.48**	2.46	**12.57**	
Bay Point 3.26	41.01	6½			6.31	7.07		8.43		f 10.27	3.30			f 4.43				7.58			11.25	**2.35**	**12.30**	
McAvoy 4.39	37.75	9			6.26	7.02		8.38		f 10.21	3.25			f 4.37				7.46			11.08	2.23	12.07 A M	
DN **Cornwall** W 1.87	33.36	3½			f 6.18	6.55		f 8.32		s 10.11	s **3.18**			s 4.28				7.30			10.48	2.07	11.48	
Los Medanos 2.30	31.49				6.14	6.52		8.29		f 10.07	3.15			f 4.23				7.23			10.38	2.00	11.41	
Empire 0.48	29.19	6																						
D **Antioch** 3.91	28.71	8	14	20	6.09	6.48		s 8.25		Foot-note s **10.00**	s 3.10			s 4.18				7.12			10.25	1.50	11.29	
Neroly 4.25	24.80	8½			6.03	6.43		8.19		f **9.49**	3.04			f **4.12**				6.58			**10.07** **9.49**	1.37	11.13	
DN **Brentwood** W 5.13	20.55	10			f 5.56	**6.37**		8.13		s 9.41	s 2.56			s 4.03				**6.37**			9.05	1.21	10.55	
D **Byron** 4.85	15.42	10			★**5.46**	6.28		f 8.07		s 9.30	s 2.46			s 3.53				**5.46**			8.27	1.02	10.37	
Herdlyn 3.96	10.57	8			5.37	6.22		**8.01**		f 9.21	2.39			f 3.43				5.16			**8.01**	**12.45**	10.22	
D **Bethany** 6.61	6.61	14			5.29	6.17		7.55		s 9.12	2.34			s 3.36				5.02			7.30	12.17 P M	10.08	
DN **TRACY** W	0.00				5.18 A M LV	6.08 A M LV		7.47 A M LV		9.00 A M LV	2.26 P M LV			3.25 P M LV				4.40 A M LV			7.00 A M LV	11.50 A M LV	9.45 P M LV	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily			Daily			Daily Ex. Sun.	Daily	Daily	
(51.08)					(1.37)	(1.22)	(1.05)	(1.16)	(0.10)	(1.54)	(1.26)	(2 45)	(1.10)	(1.30)	(0.10)			(4.05)			(6.05)	(3.40)	(4.05)	

Trains will stop as follows:

At Nevada Dock, Trains Nos. 41, 45 and 47 on signal.
At Widbero, all passenger trains on signal.
★ Train No. 9 will stop at Byron on Monday and on morning immediately following any holiday.
† Train No. 81 will stop at Martinez on signal to let off passengers.

As Trains Nos. 25, 81 and 83 will not stop at Avon, Conductor will register by leaving a card, and Telegrapher at this place will be out to receive the card and note it on the register.

Train No. 49 will take siding when meeting No. 84 at Antioch.

All trains must get orders or clearance cards before leaving Tracy.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Tracy and Mendota.

TIME TABLE No. 89. August 1, 1903.

FROM SAN FRANCISCO. — **TOWARD SAN FRANCISCO.**

Third Class.	Second Class.			First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	STATIONS.	DISTANCE FROM MENDOTA VIA PORT COSTA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.			Second Class.		Third Class.
248 Way Freight	254 Sunset Freight Limited	252 Freight	246 Passenger and Freight	52 Los Banos Passenger	26 The Owl	36 Visalia Passenger	Danger Point	Caution Point						Danger Point	Caution Point	25 The Owl	51 Los Banos Passenger	35 Visalia Passenger	241 El Paso Freight	253 Steamer Freight Limited	247 Way Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily
....	....	....	....	PM LV 5.00	PM LV 5.00	AM LV 8.00			.....	0.00	....SAN FRANCISCO... 83.25	175.45	.....			AM AR 8.55	PM AR 12.25	PM AR 4.25	....	....	....
AM LV 11.35	AM LV 7.45	AM LV **5.58**	AM LV 5.20	PM LV 8.05	PM LV 7.55	AM LV 11.02				83.25	.DN.....TRACY.....W. 2.58	92.20				AM AR s **5.58**	AM AR 8.53	PM AR 1.02	AM AR 3.25	AM AR 3.45	PM AR 5.00
11.50	7.57	6.10	5.32	8.11	8.01	11.09			7	85.83	.........Lyoth......... 3.02	89.62	12			5.52	8.47	12.56	3.10	3.33	4.40
PM 12.05	8.05	6.18	**5.47**	f 8.16	8.05	f 11.14			4½	88.85	.......Yarmouth....... 4.60	86.60	9			**5.47**	f 8.42	f 12.51	3.00	3.25	4.27
12.43	**8.34**	6.34	f 6.01	f 8.24	8.12	s 11.22				93.45	.......Vernalis........ 2.40	82.00				5.40	f **8.34**	s **12.43**	2.42	3.12	4.00
....	....	....	....	f	....	....			7¾	95.85	.........Cowell...(Spur). 5.40	79.60	15¾			....	f	....	....	....	....
1.24	8.58	7.00	f 6.22	s 8.38	8.22	s 11.37			7	101.25	.DN....Westley.....W. 7.10	74.20	14			5.29	s 8.20	s 12.29	2.11	2.52	3.27
1.52	9.18	7.25	f 6.40	f 8.51	8.31	f 11.51			5¾	108.35	.........Emerald......... 5.70	67.10	11½			5.19	f 8.06	f 12.16	1.43	2.32	2.50
2.30	9.35	**7.56**	f 6.55	s 9.01	8.39	PM s **12.07**			6½	114.05	.D..Crow's Landing.... 6.30	61.40	14			5.12	s **7.56**	s **12.07**	1.20	2.17	**2.30**
3.25	9.57	8.20	s 7.16	s 9.12	8.48	¶ 12.18 12.38			4	120.35	.DN....Newman.....W. 4.00	55.10	8			5 03	s 7.44	PM s 11.55	12.55	2.00	1.55
3.42	10.10	8.33	f **7.35**	f 9.19	8.53	f **12.46**	14	20	3½	124.35	.........Gustine......... 3.40	51.10	7	14	20	4.57	f **7.35**	f 11.45	12.32	1.45	**12.46**
3.54	10.22	8.43	f 7.46	f 9.25	8.58	f 12.53			2½	127.75	.........Linora......... 2.50	47.70	5			4.52	f 7.29	f 11.39	12.20	1.35	12.25
4.05	10.30	8.50	f 7.53	f 9.30	9.01	s 12.58			6½	130.25	........Ingomar........ 6.40	45.20	13			4.48	f 7.25	s 11.35	12.12	1.28	12.15
4.35	10.50	9.10	f 8.13	s 9.42	9.09	s 1.10			4¾	136.65	.D.......Volta......... 4.70	38.80	10			4.40	s 7.13	s 11.23	AM 11.50	1.12	PM 11.48
5.50	**11.15**	9.28	s 8.30	9.50 PM AR	9.17	s 1.18			7¾	141.35	.DN...Los Banos....W. 7.80	34.10	15½			4.32	7.05 AM LV	s **11.15**	11.33	12.58	**11.15**
6.25	11.39	9.53	f 8.53	....	9.28	f 1.32			4¾	149.15	........Agatha........ 4.70	26.30	9½			4.19	....	f 11.01	10.55	12.30	10.25
6.45	11.54	**10.10**	f 9.07	....	9.35	s 1.41			6¾	153.85	.D.....Dos Palos....... 6.80	21.60	13½			4.12	....	s 10.53	10.38	12.17	**10.10**
7.08	PM 12.15	**10.42**	f **9.26**	....	9.45	f 1.53			6½	160.65	.........Oxalis......... 6.40	14.80	13			4.02	....	f **10.42**	10.17	AM 11.58	**9.26**
7.40	12.35	11.05	f 9.45	....	**9.55**	s 2.05			9	167.05	.DN..Firebaugh....W. 8.40	8.40	18			3.53	....	s 10.31	**9.55**	11.42	8.50
8.10 PM AR	1.00 PM AR	11.35 AM AR	**10.17** AM AR	....	10.10 PM AR	2.20 PM AR				175.45	.DN...MENDOTA....W.	0.00				3.38 AM LV	....	**10.17** AM LV	9.20 PM LV	11.20 PM LV	8.10 AM LV
Daily	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily
....	10.10 PM AR	....	....	....	....	....			.....	....	.......EL PASO.......	....	.....			....	....	....	....	8.10 PM LV	....
(8.35)	(5.15)	(5.37)	(4.57)	(1.45)	(2.15)	(3.18)					(92.20)					(2.19)	(1.48)	(2.45)	(6.05)	(4.25)	(9.10)

Trains Nos. 247 and 248 may carry passengers.

All trains will approach Tracy yard under full control, prepared to stop if found necessary.

Trains Nos. 35 and 36 will stop on signal at house of Los Banos Gun Club west of Agatha to let off and pick up passengers.

All trains must get orders or clearance cards before leaving Tracy or Mendota.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Vallejo Ferry.

FROM SAN FRANCISCO.

			50 Daily	16 Daily	48 Daily	14 Daily	6 Daily		26 Daily	44 Daily		18 Daily	8 Daily	2 Daily	46 Daily		12 Daily	4 Daily	84 Daily	42 Daily	20 Daily		STATIONS.
			PM	PM	PM	PM	PM		PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
......	......	......	11.25	8.05	7.00	7.00	6.00	......	5.00	4.00	......	3.30	10.00	10.00	9.00	......	8.30	8.00	8.00	7.30	7.00	......	Lv..San Francisco.....
......	......	......	AM 12.33	9.22	s 8.41	8.18	7.22	......	6.11	s 5.16	......	s 4.52	s 11.22	11.11	s 10.22	......	9.51	9.14	9.04	s 8.50	s 8.23	......	Ar..Vallejo Junction...
					Sunday Only			PM Daily Ex. Sun.		Daily	Daily		Daily			Daily				Daily		Daily	
......	......	......	......	......	8.41	......	......	6.36	......	5.16	......	......	11.22	......	......	9.55	......	......	......	8.50	......	......	Lv..Vallejo Junction...
......	......	......	......	......	9.00	......	......	6.50	......	5.40	3.55	......	......	......	......	......	......	......	......	9.10	......	7.00	....South Vallejo......
......	......	......	......	......	9.10	......	......	......	......	5.50	4.05	......	11.45	......	......	10.20	......	......	......	9.20	......	7.15	Ar..North Vallejo Wharf
			AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	

TOWARD SAN FRANCISCO.

STATIONS.	13 Daily	9 Daily	15 Daily	25 Daily	41 Daily	3 Daily	81 Daily	17 Daily	47 Daily	49 Daily		5 Daily	83 Daily	1 Daily	43 Daily	45 Daily	19 Daily	11 Daily					
	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	AM	PM	PM	PM	PM	PM	PM	PM	PM				
..San Francisco.....Ar	7.55	8.25	8.55	8.55	9.25	10.25	10.25	10.55	11.25	12.25	......	4.25	5.25	6.25	6.25	6.55	7.25	7.55	......	......	......	......	......
..Vallejo Junction...Lv	6.26	7.01	7.25	7.36	s 7.57	8.40	9.09	9.21	s 9.55	PM s 11.02	......	2.58	s 3.58	4.54	s 5.10	s 5.22	5.50	s 6.36	......	......	......	......	......
					Daily				Daily	Daily	Daily				Daily			Daily	Sunday Only				
..Vallejo Junction...Ar	......	......	......	......	7.57	......	......	......	9.55	11.02	......	......	......	......	5.10	......	......	6.36	......	......	......	......	......
..South Vallejo........	......	......	......	......	7.37	......	......	......	......	10.40	11.55	......	......	......	4.40	......	......	6.10	9.20	......	......	......	......
..North Vallejo Wharf Lv	......	......	......	......	7.18	......	......	......	9.30	10.30	11.45	......	......	......	4.20	......	......	6.00	9.10	......	......	......	......
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM				

WESTERN DIVISION: Benicia Ferry.

FROM SAN FRANCISCO.

						16 Daily	14 Daily	6 Daily		18 Daily			2 Daily	12 Daily	4 Daily	20 Daily	274 Daily Ex. Sun.		220 Daily	202 Daily	222 Daily		STATIONS.
						PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM		
......	......	......	......	......	......	8.05	7.00	6.00	......	3.30	......	......	10.00	8.30	8.00	7.00	......	......	......	......	......	......	Lv..San Francisco....
......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	5.35	......	3.20	1.40	12.01	......	Lv..West Oakland....
......	......	......	......	......	......	9.30	8.25	7.30	......	5.02	......	......	11.17	10.00	9.20	8.33	7.10	......	4.50	3.10	1.30	......	Ar..Port Costa........
						Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
......	......	......	......	......	......	9.30	8.25	7.30	5.50	5.02	3.55	2.05	11.17	10.00	9.20	8.33	7.19	6.35	4.50	3.10	1.30	......	Lv..Port Costa........
......	......	......	......	......	......	10.00	8.55	8.00	6.00	5.23	4.05	2.15	11.35	10.25	9.43	8.55	8.02	6.45	5.50	4.00	2.20	......	Ar..Benicia..........
						PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM		

TOWARD SAN FRANCISCO.

STATIONS.	219 Daily	221 Daily	13 Daily	15 Daily	3 Daily	17 Daily			273 Daily Ex. Sun.	5 Daily	1 Daily	19 Daily	11 Daily			201 Daily							
	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM							
..San Francisco.....Ar	......	......	7.55	8.55	10.25	10.55	......	......	......	4.25	6.25	7.25	7.55	......	......	......	......	......	......	......	......	......	......
..West Oakland.....Ar	4.40	6.20	......	......	......	......	......	......	3.15	......	......	......	......	......	......	2.00	......	......	......	......	......	......	......
..Port Costa.........Lv	3.10	4.50	6.20	7.19	8.33	9.15	......	......	1.45	2.52	4.48	5.43	6.28	......	......	12.30	......	......	......	......	......	......	......
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
..Port Costa.........Ar	3.10	4.50	6.20	7.19	8.33	9.15	9.53	10.40	1.45	2.52	4.48	5.43	6.28	8.15	9.10	12.30	......	......	......	......	......	......	......
..Benicia............Lv	2.20	4.00	5.50	6.55	8.02	8.55	9.43	10.30	12.45	2.25	4.21	5.23	6.07	8.05	9.00	AM 11.40	......	......	......	......	......	......	......
	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM							

WESTERN DIVISION: San Francisco and San Jose.

FROM SAN FRANCISCO.

TIME TABLE
No. 89.
August 1, 1903.

Third Class.		First Class.													Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
280	278	112	40	110	96	88	38	108	94	106	92	32	82	90					
San Jose Freight	Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Livermore Passenger	Lodi and Stockton Passenger	Niles Passenger	San Jose Passenger	Niles Passenger	San Jose Passenger	Stockton and Sacramento Express	Stockton Passenger	San Jose Passenger and Freight					
Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Danger Point	Caution Point			
....	....	PM LV 9.10	PM LV 6.00	PM LV 5.30	....	PM LV 4.30	PM LV 4.00	PM LV 3.30	....	M LV 12.00	....	AM LV 8.30	AM LV 7.30	....				0.00	.DN. **SAN FRANCISCO**... 4.50
....	....	s 9.35	s 6.30	s 5.58	....	s 5.00	s 4.30	s 3.55	....	PM s 12.25	....	s 9.00	s 7.57	....				4.50	.DN. **OAKLAND PIER**.... 1.39
AM LV 11.05	AM LV 5.05	....	....	....	....	....	....	....	....	....	....	....	....	....			5½	5.89	.DN. **West Oakland**..W. 1.71
Foot-note **11.12**	5.15	Foot-note s **9.44**	Foot-note s **6.39**	s 6.07	....	s 5.10	Foot-note s **4.39**	s 4.04	....	s 12.34	....	s 9.10	Foot-note s **8.06**	....				7.60	.D.. **Oakland (First St.)**. 1.70
11.17	5.20	s 9.47	★ 6.43	s 6.12	....	★ 5.14	4.43	4.08	....	12.38	....	s 9.15	8.09	....			2¾	9.30	.D.. **East Oakland**...W. 0.72
....	....	....	....	s	....	....	....	....	....	....	....	....	....	....				10.02	.....**23rd Ave**.....(Spur). 0.65
11.21	5.27	s 9.50	6.47	s 6.18	....	5.17	....	s 4.11	....	s 12.41	....	9.18	....	....			3	10.67	.....**Fruitvale**.......... 0.57
....	....	s 9.52	s 6.48	s 6.24	....	s 5.18	....	s 4.12	....	s 12.43	....	s 9.19	....	....				11.24	.....**Sather**.......(Spur). 0.30
11.25	5.31	f 9.53	f **6.53**	s **6.28**	....	f 5.19	4.47	f **4.13**	....	f 12.44	....	Foot-note **9.21**	8.14	....				11.54	.....**Melrose**........... 1.08
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	14	20		12.62	.....**Kohler**.......(Spur). 0.43
....	....	f	f	f	....	f	....	f	....	f	....	....	....	....			4¼	13.05	.....**Fitchburg**....(Spur). 1.32
11.36	5.43	f 9.59	f 7.01	f 6.35	....	f 5.26	4.51	f 4.18	....	f 12.50	....	9.26	8.18	....				14.37	.....**Elmhurst**.......... 1.36
11.55	5.55	s 10.03	s 7.04	s **6.42**	....	s 5.29	4.53	s 4.22	....	s 12.54	....	s 9.30	f 8.20	....				15.73	.D.. **San Leandro**..... 1.75
PM 12.12	6.05	f 10.07	f 7.08	f 6.46	....	f 5.32	4.55	f 4.26	....	f 12.58	....	9.33	8.23	....			1¾	17.48	.....**Estudillo**......... 0.95
12.25	**6.18**	s 10.09	s 7.11	s 6.49	....	s 5.34	4.57	s 4.29	....	s 1.01	....	s 9.36	8.24	....			1	18.43	.D.. **Lorenzo**........... 2.65
1.08	6.38	s 10.15	s 7.17	s 6.55	....	s 5.40	5.01	s 4.35	....	s **1.08**	....	s 9.43	s 8.29	....			2¾	21.08	.D.. **Hayward**.......... 3.90
1.32	6.51	f 10.20	7.24	f 7.03	....	f 5.46	5.06	f 4.43	....	f 1.15	....	9.50	8.34	....			4	24.98	.....**Halvern**........... 2.44
1.55 **2.07**	7.00	s 10.25	s 7.30	s 7.08	....	s 5.51	5.10	s 4.48	....	s 1.20	....	s 9.55	8.38	....			2½	27.42	.D.. **Decoto**........... 2.78
2.17	**7.14** AM AR	s 10.30	s **7.37**	s 7.15	....	Foot-note s **5.58** PM AR	s 5.15 PM AR	4.55 PM AR	....	1.25 PM AR	....	Foot-note s **10.00** AM AR	Foot-note s **8.44** AM AR	....			3	30.20	.D.. **NILES**..........W.
2.57	....	10.30	7.37	7.15	PM LV 6.05	....	....	....	PM LV 2.47	....	AM LV 10.15	....	....	AM LV 7.30				30.20	.D.. **NILES**......W. 3.55 San Jose Branch.
3.25	....	s 10.37	s 7.45	s 7.22	s 6.13	....	....	....	s 2.55	....	s 10.22	....	....	s 7.42			5	33.75	.....**Irvington**..... 3.64
3.42	....	s 10.44	s 7.53	s 7.29	s **6.22**	....	....	....	s 3.04	....	s 10.29	....	....	s 7.53			5	37.39	.D.. **Warm Springs**. 4.33
4.02	....	s 10.53	s 8.02	s 7.38	s 6.31	....	....	....	s 3.12	....	s 10.38	....	....	s **8.15**	14	20	6	41.72	.D.. **Milpitas**....... 2.62
4.15	....	f 10.57	f 8.07	7.42	f 6.37	....	....	....	f 3.18	....	10.42	....	....	f 8.23			3	44.34	.....**Wayne**........ 3.40
4.35 PM AR	....	11.05 PM AR	8.15 PM AR	7.50 PM AR	6.45 PM AR	....	....	....	3.27 PM AR	....	10.50 AM AR	....	....	8.35 AM AR			6	47.74	.DN. **SAN JOSE**..W.
Daily	Daily Ex. Sun.	Sunday Only	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.					
(5.30)	(2.09)	(1.30)	(1.45)	(1.52)	(0.40)	(0.58)	(0.45)	(1.00)	(0.40)	(1.00)	(0.35)	(1.00)	(0.47)	(1.05)					(47.74)

☞ FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.
☞ FOOT-NOTE.—Train No. 280 has right of track over Train No. 279.
☞ FOOT-NOTE.—Train No. 106 has right of track over Train No. 105.
☞ FOOT-NOTE.—Train No. 37 will wait at Niles until 6:02 p. m. for No. 88.
☞ FOOT-NOTE.—Train No. 109 will wait at Niles until 8:50 a. m. for No. 82.
☞ FOOT-NOTE.—Train No. 109 will wait at Melrose until 9:28 a. m. for No. 32. No. 109 will take siding.

☞ FOOT-NOTE.—Trains Nos. 40 and 37, 38 and 277, 82 and 87, 112 and 279, 280 and 85, will, on their rights, meet on the double track near Tower No. 3, avoiding a meet within the fire limits.
☞ FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.
★ Trains Nos. 40 and 88 will stop at East Oakland only to take on passengers.

Trains will stop as follows:
At Seminary Park, all passenger trains, except Nos. 38, 40 and 82, on signal.
At South San Leandro, all passenger trains, except Nos. 32, 38 and 82, on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 40 and 82, signal.

All trains must get orders or clearance cards before leaving Oakland Pier or West Oakland.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: San Francisco and San Jose.

TIME TABLE
No. 89.
August 1, 1903.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM SACRAMENTO.	Minimum running time between stations for freight trains—minute	Flagging distance expressed in number of poles.		First Class.													Third Class.	
			Danger Point	Caution Point	39	89	87	109	91	85	93	105	97	31	95	37	107	277	279
					San Jose Passenger	San Jose Passenger	Livermore and San Jose Passenger	San Jose Passenger	San Jose Passenger	Livermore and San Jose Passenger	San Jose Passenger and Freight	Niles Passenger	San Jose Passenger	Stockton and Sacramento Express	San Jose Passenger	Stockton Passenger	Niles Passenger	Way Freight	San Jose Freight
					Daily	**Daily Ex. Sun.**	**Daily Ex. Sun.**	**Daily**	**Daily**	**Sunday Only**	**Daily Ex. Sun.**	**Daily**	**Sunday Only**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily Ex. Sun.**	**Daily**
.DN. **SAN FRANCISCO**... 4.50	139.67	....			AM AR 7.25	....	AM AR 8.55	AM AR 10.25	....	AM AR 11.55	....	PM AR 3.25	....	PM AR 4.25	....	PM AR 7.25	PM AR 7.55	....	....
DN. **OAKLAND PIER**.... 1.39	135.17	....			s 6.50	....	s 8.15	s 9.40	....	s 11.15	....	s 2.45	....	s 3.47	....	s 6.45	s 7.15	....	....
.DN. **West Oakland**..W. 1.71	133.78	5½			....	....	....	....	....	....	....	....	....	....	....	....	....	PM AR 5.10	PM AR 9.45
.D.. **Oakland (First St.)**. 1.70	132.07	5			s 6.41	....	Foot-note s **8.07**	s 9.31	....	Foot-note s **11.06**	....	s 2.37	....	s 3.37	....	Foot-note s **6.36**	s 7.04	Foot-note **4.28**	Foot-note **9.32**
.D.. **East Oakland**...W. 0.72	130.37				6.38	....	★ 8.03	★ 9.27	....	★11.02	....	★ 2.33	....	s 3.32	....	6.32	s 6.59	4.23	9.27
.....**23d Avenue**..(Spur). 0.65	129.65				‡	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.....**Fruitvale**.......... 0.57	129.00	6½			‡ 6.35	....	8.00	9.24	....	10.59	....	s 2.30	....	3.28	....	....	6.55	4.16	9.22
.....**Sather**.......(Spur). 0.30	128.43				s 6.34	....	s 7.59	† 9.23	....	s 10.58	....	s 2.29	....	s 3.27	....	....	† 6.54	....	....
.....**Melrose**.......... 1.08	128.13				6.33	....	f 7.57	Foot-note f **9.21**	....	f 10.56	....	f 2.28	....	3.26	....	**6.28**	f **6.53**	**4.13**	9.18
.....**Kohler**.......(Spur). 0.43	127.05				....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.....**Fitchburg**....(Spur). 1.32	126.62	9	14	20	f	....	f	f	....	f	....	f	....	....	....	....	....	....	....
.....**Elmhurst**.......... 1.36	125.30				f 6.27	....	f 7.50	f 9.14	....	f 10.49	....	f 2.22	....	3.21	....	6.24	f 6.45	3.50	9.07
.D.. **San Leandro**...... 1.75	123.94	3¾			s 6.25	....	s 7.47	s 9.12	....	s 10.46	....	s 2.19	....	s 3.18	....	6.22	s **6.42**	3.43	9.02
.....**Estudillo**.......... 0.95	122.19	2¼			f 6.20	....	f 7.42	f 9.08	....	f 10.41	....	f 2.14	....	3.14	....	6.19	6.36	3.23	8.51
.D.. **Lorenzo**.......... 2.65	121.24	6			s **6.18**	....	s 7.40	s 9.06	....	s 10.39	....	s 2.12	....	s **3.12**	....	6.17	s 6.34	**3.12**	8.45
.D.. **Hayward**.......... 3.90	118.59	9			s 6.12	....	s 7.34	s 9.01	....	s 10.32	....	s 2.06	....	s 3.06	....	6.13	s 6.28	2.40	8.28
.....**Halvern**.......... 2.44	114.69	5½			f 6.02	....	f 7.26	8.53	....	f 10.23	....	2.00	....	2.58	....	6.07	6.19	2.17	8.00
.D.. **Decoto**.......... 2.78	112.25	6½			s 5.57	....	s 7.21	s 8.49	....	s 10.18	....	s **1.55**	....	s 2.53	....	6.03	s 6.13	**2.07**	7.49
.D.. **NILES**.........W.	109.47				5.52	....	**7.14** AM LV	Foot-note s **8.44**	....	**10.12** AM LV	....	**1.50** PM LV	....	2.47 PM LV	....	Foot-note **5.58** PM LV	6.06 PM LV	**1.50** PM LV	**7.37**
San Jose Branch.																			
.D.. **NILES**......W. 3.55	109.47	11			s 5.52	AM AR 7.00	....	s 8.39	AM AR 10.00	....	PM AR 1.35	....	PM AR 2.30	....	PM AR 5.13	....	....	....	7.00
.....**Irvington**..... 3.64	113.02	11			s 5.45	s 6.50	....	s 8.31	s 9.54	....	s 1.20	....	s 2.22	....	s 5.06	....	....	....	6.43
.D.. **Warm Springs**. 4.33	116.66	13	14	20	s 5.38	s 6.39	....	s 8.24	s 9.48	....	s 1.07	....	s 2.14	....	s 4.58	....	....	....	**6.22**
.D.. **Milpitas**....... 2.62	120.99	7½			s 5.30	s 6.28	....	s **8.15**	s 9.41	....	s 12.53	....	s 2.04	....	s 4.48	....	....	....	5.55
.....**Wayne**......... 3.40	123.61	12			f 5.22	f 6.22	....	8.10	9.37	....	f 12.42	....	f 1.57	....	f 4.43	....	....	....	5.42
.DN. **SAN JOSE**..W.	127.01				5.15 AM LV	6.15 AM LV	....	8.03 AM LV	9.30 AM LV	....	12.35 PM LV	....	1.50 PM LV	....	**4.35** PM LV	....	....	....	5.30 PM LV
					Daily	**Daily Ex. Sun.**	**Daily Ex. Sun.**	**Daily**	**Daily**	**Sunday Only**	**Daily Ex. Sun.**	**Daily**	**Sunday Only**	**Daily**	**Daily**	**Daily**	**Daily**	**Daily Ex. Sun.**	**Daily**
(47.74)					(1.35)	(0.45)	(1.01)	(1.37)	(0.30)	(1.03)	(1.00)	(0.55)	(0.40)	(1.00)	(0.38)	(0.47)	(1.09)	(3.20)	(4.15)

☞ FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.

☞ FOOT-NOTE.—Train No. 280 has right of track over Train No. 279.

☞ FOOT-NOTE.—Train No. 106 has right of track over Train No. 105.

☞ FOOT-NOTE.—Train No. 37 will wait at Niles until 6:02 p. m. for No. 88.

☞ FOOT-NOTE.—Train No. 109 will wait at Niles until 8:50 a. m. for No. 82.

☞ FOOT-NOTE.—Train No. 109 will wait at Melrose until 9:28 a. m. for No. 32. No. 109 will take siding.

☞ FOOT-NOTE.—Trains Nos. 40 and 37, 38 and 277, 82 and 87, 112 and 279, 280 and 85, will, on their rights, meet on the double track near Tower No. 3, avoiding a meet within the fire limits.

★Trains Nos. 85, 87 and 109 will stop at East Oakland only to let off passengers.

†Train No. 107 will stop at Sather only to let off passengers.

‡Train No. 39 will stop at Fruitvale and 23d Ave. only to let off passengers.

Trains will stop as follows:

At Seminary Park, all passenger trains, except Nos. 31 and 37, on signal.

At South San Leandro, all passenger trains, except Nos. 31 and 37, on signal.

At Cherry, all passenger trains, except Nos. 31 and 37, on signal.

All trains must get orders or clearance cards before leaving San Jose.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Niles and Lodi.

FROM SAN FRANCISCO.

TIME TABLE No. 89.

August 1, 1903.

Third Class.		Second Class.					First Class.													Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
278	286	288	282	284	298		142	88	38	124	128	8	32	130	84	82	126	122	50					
Way Freight	Way Freight	Freight	Freight	Steamer Freight Limited	★Fresno Freight		Stockton Passenger	Livermore Passenger	Lodi and Stockton Passenger	Sacramento Passenger	Stockton Passenger	El Paso Passenger	Stockton and Sacramento Express	Stockton Passenger	Bakersfield Passenger	Stockton and Visalia Passenger	Stockton Passenger	Sacramento Passenger	Bakersfield Passenger					
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Wed. and Sat.	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Danger Point	Caution Point			
....	....	....	....	....	....	....	PM LV 5.00	PM LV 4.30	PM LV 4.00	....	AM LV 10.00	AM LV 10.00	AM LV 8.30	AM LV 8.00	AM LV 8.00	AM LV 7.30	....	....	PM LV 11.25			.....	0.00	.DN. **SAN FRANCISCO** ..
AM LV 7.45	....	....	....	....	....	....	....	PM LV 6.02	PM LV 5.20	....	....	....	AM LV **10.10**	....	....	AM LV 8.46	....	....	....	14	20		30.20	.D.. **NILES** ....W. 2.48
7.55	....	....	....	....	....	....	....	ƒ 6.09	5.27	....	....	....	ƒ 10.17	....	....	8.50	....	....	....			4	32.68	.....**Farwell** 3.92
8.15	....	....	....	....	....	....	....	s 6.20	Foot-note s **5.38**	....	....	....	s 10.28	....	....	8.57	....	....	....			7	36.60	.D.. **Sunol** 5.20
9.07	....	....	....	....	....	....	....	s 6.32	s 5.48	....	....	....	s 10.42	....	....	s **9.07**	....	....	....			8	41.80	.D.. **Pleasanton**........ 1.51
9.28	....	....	....	....	....	....	....	ƒ 6.35	5.50	....	....	....	10.45	....	....	9.09	....	....	....			2	43.31	.....**Remillard** 4.57
10.15 AM AR	....	....	PM LV 4.45	....	....	....	....	6.45 PM AR	s 5.58	....	....	....	s 11.00	....	....	s 9.17	....	....	....			6	47.88	.D.. **Livermore**......W. 3.59
....	....	....	**5.09**	....	....	....	....	....	6.04	....	....	....	11.09	....	....	9.23	....	....	....			5	51.47	.....**Ulmar** 4.50
....	....	....	5.24	....	....	....	....	....	ƒ 6.11	....	....	....	s 11.19	....	....	9.30	....	....	....			7	55.97	.....**Altamont**.......... 4.50
....	....	....	5.38	....	....	....	....	....	6.20	....	....	....	11.28	....	....	9.40	....	....	....			8	60.47	.....**Cayley** 3.46
....	....	....	5.53	....	....	....	....	....	ƒ 6.27	....	....	....	s 11.37	....	....	9.47	....	....	....			6	63.93	.....**Midway** 5.66
....	....	....	6.09	....	....	....	....	....	6.35	....	....	....	11.49	....	....	9.56	....	....	....			8	69.59	.....**Ellis** 2.14
....	....	....	6.15 PM AR	....	....	....	....	....	6.40	....	....	....	¶ 11.54	....	....	10.00	....	....	....			3¼	71.73	.DN. **TRACY** ....W.
....	AM LV 6.55	PM LV 10.10	....	AM LV **4.50**	AM LV 5.15	....	PM LV 8.00	....	**6.45**	PM LV **3.20**	....	PM LV 1.25	PM 12.15	....	AM LV 11.00	10.06	....	AM LV 8.00	AM LV 2.13	14	20		71.73	.DN. **TRACY** ....W. 3.09
....	7.10	10.22	....	5.02	5.29	....	ƒ 8.06	....	s 6.51	s 3.27	....	ƒ 1.32	12.21	....	**11.06**	10.11	....	s 8.06	2.18			4	74.82	.....**Banta**.......... 3.70
....	**7.35**	10.34	....	5.13	**5.50**	....	**8.12**	....	6.57	3.36	....	1.40	**12.32**	....	11.14	10.16	....	8.13	2.25			5	78.52	.....**Minard**.......... 4.30
....	7.52	10.50	....	**5.35**	6.05 AM AR	....	s 8.22	....	s **7.07**	s 3.47	....	s 1.50 PM AR	s 12.42	....	s 11.23 AM AR	s **10.23**	....	8.22	s 2.35 AM AR			6	82.82	.DN. **LATHROP** ......W.
....	7.52	10.50	....	**5.35**	....	....	8.22	....	**7.07**	3.47	PM LV 1.57	....	12.42	AM LV 11.28	....	**10.23**	AM LV 8.40	**8.27**	....	14	20		82.82	.DN. **LATHROP**......W. 4.21
....	**8.18** **8.49**	**11.18**	....	5.55	....	....	ƒ 8.31	....	ƒ **7.15**	s **3.59**	ƒ 2.06	....	ƒ 12.50	11.36	....	10.31	ƒ **8.49**	ƒ **8.36**	....			5½	87.03	.....**French Camp** 4.67
....	**9.32** 10.25	AM 12.15	....	6.28	....	....	8.40 PM AR	....	s 7.25	s 4.10	2.15 PM AR	....	1.00 1.05	11.46 AM AR	....	10.40 AM AR	9.00 AM AR	s 8 50	....			7	91.70	.DN. **STOCKTON** .....W. 1.62
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....			2¼	93.32	.....**Armbrust** ....(Spur). 0.34
....	....	....	....	....	....	....	....	....	....	....	....	....	ƒ	....	....	....	....	....	....			½	93.66	.....**El Pinal**......(Spur). 3.93
....	10.48	12.40	....	**7.01**	....	....	....	....	7.35	ƒ 4.23	....	....	1.17	....	....	....	....	**9.02**	....			5	97.59	.....**Castle** 3.49
....	11.03	12.55	....	7.15	....	....	....	....	7.41	**4.30**	....	....	1.25	....	....	....	....	9.10	....			4¾	101.08	.....**Armstrong** 3.21
....	**11.30** AM AR	1.08 AM AR	....	7.28 AM AR	....	....	....	....	7.47 PM AR	s 4.37 PM AR	....	....	s 1.32 PM AR	....	....	....	....	s 9.17 AM AR	....			4¼	104.29	.D.. **LODI** ....
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Wed. and Sat.	Daily	Daily Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
(2.30)	(4.35)	(2.58)	(1.30)	(2.38)	(0.50)		(0.40)	(0.43)	(2.27)	(1.17)	(0.18)	(0.25)	(3.22)	(0.18)	(0.23)	(1.54)	(0.20)	(1.17)	(0.22)					(74.09)

★ Train No. 298 may carry passengers.

All trains must get orders or clearance cards before leaving Tracy or Lathrop.

☞ **FOOT-NOTE.—Train No. 37 will wait at Sunol until 5.43 p. m. for No. 38.**

☞ **FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.**

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

Trains will stop as follows:

At Brightside, Nos. 32 and 88 on signal.
At Bonita, No. 88 on signal.
At Verona, Nos. 32 and 88 on signal.
At San Joaquin Bridge, Nos. 122 and 124 on signal.
At Merienda, Nos. 32 and 88 on signal.
At Mayborg, Nos. 32 and 88 on signal.

WESTERN DIVISION: Niles and Lodi.

TIME TABLE No. 89.

August 1, 1903.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM SACRAMENTO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.													Second Class.				Third Class.		
					9	87	81	125	49	85	129	31	127	83	141	37	121	283	281	297	287	217	285	277
					Sunset Limited	Livermore and San Jose Passenger	Lodi and Stockton Passenger	Stockton Passenger	Fresno and Stockton Passenger	Livermore and San Jose Passenger	Stockton Passenger	Stockton and Sacramento Express	Stockton Passenger	Bakersfield Passenger	Stockton and Martinez Passenger	Stockton Passenger	Sacramento Passenger	Sunset Freight Limited	Freight	★Fresno Freight	Sacramento Freight	Ogden Freight	Way Freight	Way Freight
			Danger Point	Caution Point	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed. and Sat.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
.DN. **SAN FRANCISCO** ..	139.67	....	....	....	AM AR 8.25	AM AR 8.55	AM AR 10.25	PM AR 12.25	PM AR 12.25	AM AR 11.55	....	PM AR 4.25	PM AR 5.25	PM AR 5.25	PM AR 6.55	PM AR 7.25	....	....	....	....	....	....	....	....
.D.. **NILES** ....W. 2.48	109.47		14	20	....	AM AR s 7.07	....	....	....	AM AR Foot-note s **10.10**	....	PM AR s 2.40	....	....	....	PM AR s 5.52	....	....	....	....	....	....	....	PM AR 1.10
.....**Farwell** 3.92	106.99	7½			....	f 7.01	....	....	....	f 10.01	....	2.34	....	....	....	† 5.47	....	....	....	....	....	....	....	1.00
.D.. **Sunol** 5.20	103.07	12			....	s 6.52	....	....	....	s 9.52	....	s 2.25	....	....	....	Foot-note s **5.38**	....	....	....	....	....	....	....	12.43
.D.. **Pleasanton** 1.51	97.87	12			....	s 6.41	....	....	....	s 9.41	....	s 2.15	....	....	....	s 5.27	....	....	....	....	....	....	....	12.15
.....**Remillard** 4.57	96.36	3½			....	f 6.37	....	....	....	f 9.37	....	f 2.12	....	....	....	5.24	....	....	....	....	....	....	....	PM 11.53
.D.. **Livermore** ......W. 3.59	91.79	10¼			....	6.30 AM LV	....	....	....	9.30 AM LV	....	s 2.05	....	....	....	s 5.16	....	....	PM AR 4.05	....	....	....	....	11.35 AM LV
.....**Ulmar** 4.50	88.20	9			....	....	....	....	....	....	....	1 55	....	....	....	**5.09**	....	....	3.45	....	....	....	....	....
.....**Altamont** 4.50	83.70	11½			....	....	....	....	....	....	....	s 1.45	....	....	....	f 5.01	....	....	3.25	....	....	....	....	....
.....**Cayley** 3.46	79.20	13½			....	....	....	....	....	....	....	1.33	....	....	....	4.52	....	....	2.58	....	....	....	....	....
.....**Midway** 5.66	75.74	10½			....	....	....	....	....	....	....	f 1.25	....	....	....	f 4.45	....	....	2.44	....	....	....	....	....
.....**Ellis** 2.14	70.08	13			....	....	....	....	....	....	....	1.14	....	....	....	4.35	....	....	2.27	....	....	....	....	....
.DN. **TRACY** ....W.	67.94	5			....	....	....	....	....	....	....	1.10	....	....	....	4.31	....	....	2.20 PM LV	....	....	....	....	....
.DN. **TRACY** ....W. 3.09	67.94		14	20	AM AR s **4.50**	....	AM AR s 7.47	....	AM AR s 8.53	....	....	¶ 12.45	....	PM AR s 2.20	PM AR s **3.20**	4.27	PM AR 7.29	AM AR 6.15	....	PM AR **6.45**	AM AR 12.25	AM AR 11.18	PM AR 8.40	....
.....**Banta** 3.70	64.85	6			4.45	....	7.42	....	f 8.46	....	....	s 12.39	....	2.14	f 3.12	f 4.22	s 7.23	6.03	....	6.27	12.13	**11.06**	8.27	....
.....**Minard** 4.30	61.15	7½			4.38	....	**7.35**	....	8.39	....	....	**12.32**	....	2.07	3.03	4.15	7.15	**5.50**	....	6.13	AM 11.58	10.40	**8.12**	....
.DN. **LATHROP** ....W.	56.85	10½			4.30 AM LV	....	7.27	....	8.30 AM LV	....	....	12.24	....	1.58 PM LV	2.55	4.07	**7.07**	**5.35**	....	5.58 PM LV	11.40	**10.23**	7.38	....
.DN. **LATHROP** ....W. 4.21	56.85		14	20	....	....	s 7.27	AM AR **8.27**	....	....	AM AR 11.21	s 12.24	PM AR 1.41	....	s 2.55	s 4.07	s **7.07**	**5.35**	....	....	11.40	**10.23**	7.38	....
.....**French Camp** 4.67	52.64	11			....	....	7.19	f **8.18**	....	....	11.09	f 12.14	f 1.29	....	f 2.45	f **3.59**	f **6.58**	5.14	....	....	**11.18**	9.55	**7.15** **6.58**	....
.DN. **STOCKTON** ....W. 1.62	47.97	14			....	....	s 7.10	8.10 AM LV	....	....	11.00 AM LV	12.04 PM 11.58	1.20 PM LV	....	2.35 PM LV	3.50 PM LV	s 6.49	4.54	....	....	10.55	**9.32**	6.15	....
.....**Armbrust** .....(Spur). 0.34	46.35	4½			....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.....**El Pinal** ......(Spur). 3.93	46.01	1			....	....	....	....	....	....	....	f	....	....	....	....	f	....	....	....	....	....	....	....
.....**Castle** 3.49	42.08	10			....	....	**7.01**	....	....	....	....	11.45	....	....	....	....	f 6.36	4.28	....	....	10.19	**9.02**	4.50	....
.....**Armstrong** 3.21	38.59	9½			....	....	6.55	....	....	....	....	11.37	....	....	....	....	6.29	4.16	....	....	10.07	8.43	**4.30**	....
.D.. **LODI**	35.38	8½			....	....	6.50 AM LV	....	....	....	....	**11.30** AM LV	....	....	....	....	6.23 PM LV	4.05 AM LV	....	....	9.57 PM LV	8.33 AM LV	4.10 PM LV	....
					Daily	Daily Ex. Sun.	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed. and Sat.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
(74.09)					(0.20)	(0.37)	(0.57)	(0.17)	(0.23)	(0.40)	(0.21)	(3.10)	(0.21)	(0.22)	(0.45)	(2.02)	(1.06)	(2.10)	(1.45)	(0.47)	(2.28)	(2.45)	(4.30)	(1.35)

★Train No. 297 may carry passengers. † No. 37 will stop on signal at Farwell, daily except Sunday.

All trains must get orders or clearance cards before leaving Tracy or Lathrop.

FOOT-NOTE.—Train No. 85 will take siding at Niles for No. 32.

FOOT-NOTE.—Train No. 37 will wait at Sunol until 5.43 p.m. for No. 38.

FOOT-NOTE.—Train No. 278 has right of track over Train No. 277.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

Trains will stop as follows:

At Merienda, Nos. 31, 85 and 87 on signal. At Mayborg, Nos. 31, 85 and 87 on signal.

At Brightside, Nos. 31, 85 and 87 on signal. At Verona, Nos. 31, 37, 85 and 87 on signal.

At Bonita, Nos. 85 and 87 on signal.

At San Joaquin Bridge, Nos. 49, 121 and 141 on signal.

WESTERN DIVISION: Lodi, Ione and Sacramento.

FROM SAN FRANCISCO.

TIME TABLE
No. 89.
August 1, 1903.

Third Class.	Second Class.			First Class.								Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
286	292	284	288	140	124	138	132	32	122	134	136	Danger Point	Caution Point			
Way Freight	Placerville Passenger and Freight	Steamer Freight Limited	Freight	Ione Passenger and Freight	Sacramento Passenger	Fair Oaks Passenger	Ione Passenger and Freight	Stockton and Sacramento Express	Sacramento Passenger	Placerville Passenger	Fair Oaks Passenger					
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
								AM LV 8.30							0.00	.DN. SAN FRANCISCO
PM LV 12.20		AM LV 7.28	AM LV 1.08		PM LV 4.37			PM LV 1.32	AM LV 9.17			14	20		104.29	.D.. LODI 1.80
														2½	106.09	....Urgon (Spur) 1.12
12.33		7.40	1.20		s 4.43			s 1.38	s 9.23					1½	107.21	.D.. Acampo 3.29
12.49		7.53	1.35		f 4.50			f 1.45	9.30					4½	110.50	....Forest Lake 2.10
1.00		**8.05**	1.55		s 4.56			s 1.53	s 9.35					2¾	112.60	.D.. GALT W.
				PM LV 6.15			PM LV 2.00					14	20		112.60	.D.. GALT W. 5.56
				f			f							12	118.16	....Conley (Spur) 3.29
				f 6.40			f 2.22							7¼	121.45	....Cicero 1.40
				f			f							3¼	122.85	....Clay (Spur) 10.37
				f 7.14			s 2.53							24¾	133.22	....Carbondale 0.74
				f			f							6	133.96	....Yaru (Spur) 2.06
				f			f								136.02	....Clarksona (Spur) 2.70
				f			f							6	138.72	....Dagon (Spur) 0.28
				f			f							½	139.00	....Younglove (Spur) 0.80
				7.35 PM AR			3.10 Foot-note PM AR							2	139.80	.D.. IONE W.
1.53		**8.05**	1.55		4.56			**1.53**	9.35			14	20		112.60	.D.. GALT W. 5.81
2.23		8.28	2.22		f 5.08			f 2.04	f 9.47					7¾	118.41	....Arno 1.89
2.32		8.35	2.30		f 5.12			f 2.08	f 9.50					2½	120.30	....McConnell 3.54
2.50		8.50	**2.57**		s 5.22			s 2.17	s 9.58					4¾	123.84	.D.. Elk Grove 6.14
3.20		9.13	3.22		s **5.38**			s 2.30	s 10.12					8¼	129.98	.D.. Florin 4.05
3.40		**9.32**	3.38		s 5.49			s 2.40	s **10.25**					5½	134.03	.D.. BRIGHTON
									10.25			14	20	6	134.03	.D.. BRIGHTON 3.09
									10.32 AM AR						137.12	....ELVAS
	Use Sacramento Division time table Elvas to Sacramento.								10.40 AM AR							....SACRAMENTO
3.40	PM LV 4.25	**9.32**	3.38		5.49	PM LV 3.58		2.40		AM LV 9.20	AM LV 8.13	14	20		134.03	.D.. BRIGHTON 2.60
	f					f				f **9.26**	f			4	136.63	....Homestead (Spur) 3.04
4.05 PM AR	4.50 PM AR	**10.10** AM AR	4.00 AM AR		6.05 PM AR	4.15 PM AR		2.55 PM AR		9.35 AM AR	8.30 AM AR			6	139.67	.DN SACRAMENTO
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
(3.45)	(0.25)	(2.42)	(2.52)	(1.20)	(1.28)	(0.17)	(1.10)	(1.23)	(1.15)	(0.15)	(0.17)					(35.38)

Amador Branch.

☞FOOT-NOTE.—Train No. 132 has right of track over train No. 139.
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Lodi, Ione and Sacramento.

TOWARD SAN FRANCISCO.

TIME TABLE No. 89. August 1, 1903. STATIONS.	DISTANCE FROM SACRAMENTO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles. Danger Point	Caution Point	First Class.							Second Class.			Third Class.	
					135 Fair Oaks Passenger	131 Ione Passenger and Freight	31 Stockton and Sacramento Express	133 Placerville Passenger	139 Ione Passenger and Freight	137 Fair Oaks Passenger	121 Sacramento Passenger	283 Sunset Freight Limited	291 Placerville Passenger and Freight	287 Sacramento Freight	217 Ogden Freight	285 Way Freight
					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.
DN. SAN FRANCISCO	139.67						PM AR 4.25									
D.. LODI 1.80	35.38	5	14	20			AM AR s 11.30				PM AR s 6.23	AM AR 4.05		PM AR 9.57	AM AR 8.33	PM AR 4.10
Urgon (Spur) 1.12	33.58	3														
D.. Acampo 3.29	32.46	9					s 11.23				s 6.18	3.55		9.47	8.24	3.00
Forest Lake 2.10	29.17	5½					f 11.17				6.13	3.43		9.36	8.13	2.40
D.. GALT W.	27.07						11.12				6.09	3.37		9.28	**8.05**	2.30
ador Branch. D.. GALT W. 5.56	27.07	17	14	20		AM AR 11.00			PM AR 5.20							
Conley (Spur) 3.29	32.63	10				f			f							
Cicero 1.40	35.92	4¼				f 10.38			f 4.50							
Clay (Spur) 10.39	37.32	31¼				f			f							
Carbondale 0.74	47.69	8½				s 10.07			f 4.10							
Yaru (Spur) 2.06	48.43					f			f							
Clarksona (Spur) 2.70	50.49	8				f			f							
Dagon (Spur) 0.28	53.19	1				f			f							
Younglove (Spur) 0.80	53.47	2½				f			f							
D.. IONE W.	54.27					9.50 AM LV			Foot-note 3.50 PM LV							
D.. GALT W. 5.81	27.07	15½	14	20			s 11.12				s 6.09	3.37		9.28	**8.05**	**1.53**
Arno 1.89	21.26	5					f 10.55				f 5.59	3.16		9.04	7.28	1.05
McConnell 3.54	19.37	9½					f 10.52				f 5.56	3.09		8.58	7.21	12.55
D.. Elk Grove 6.14	15.83	16½					s 10.45				s 5.49	**2.57**		8.46	7.08	12.35
D.. Florin 4.05	9.69	11					s 10.34				s **5.38**	2.37		8.26	6.46	12.03
D.. BRIGHTON	5.64						**10.25**				5.30	2.22		8.12	6.30	PM 11.42
D.. BRIGHTON 3.09	3.09	9	14	20							s 5.30					
ELVAS	0.00										5.23 PM LV					
SACRAMENTO											5.15 PM LV	Use Sacramento Division time table, Sacramento to Elvas.				
D.. BRIGHTON 2.60	5.64	8	14	20	AM AR **9.32**		s **10.25**	PM AR **3.40**		PM AR 5.17		2.22	AM AR 7.25	8.12	6.30	11.42
Homestead (Spur) 3.04	3.04	12			f **9.26**			f		f			f			
DN. SACRAMENTO	0.00				9.15 AM LV		**10.10** AM LV	3.25 PM LV		5.00 PM LV		2.00 AM LV	7.00 AM LV	7.50 PM LV	6.05 AM LV	11.15 AM LV
					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.
(35.38)					(0.17)	(1.10)	(1.20)	(0.15)	(1.30)	(0.17)	(1.00)	(2.05)	(0.25)	(2.07)	(2.28)	(4.55)

☞**FOOT-NOTE.—Train No. 132 has right of track over Train No. 139.** **All trains must get orders or clearance cards before leaving Sacramento.**
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Lathrop and Merced.

FROM SAN FRANCISCO. Second Class.	FROM SAN FRANCISCO. First Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 89. August 1, 1903.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO. First Class.			Second Class.
298	8	84	50										9	49	83	297
★Way Freight	El Paso Passenger	Bakersfield Passenger	Bakersfield Passenger										Sunset Limited.	Fresno Passenger	Bakersfield Passenger	★Way Freight
Daily Ex. Sun.	Daily	Daily	Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	Daily	Daily	Daily	Daily Ex. Sun.
	AM LV 10.00	AM LV 8.00	PM LV 11.25				0.00	SAN FRANCISCO	206.65				AM AR 8.25	PM AR 12.25	PM AR 5.25	
AM LV 6.25	PM LV **1.54**	AM LV 11.30	AM LV 2.35			5	94.34	DN... **LATHROP** ....W 3.70	112.31	11			AM AR s 4.30	AM AR s 8.20	PM AR s **1.54**	PM AR 5.45
6.38	f 2.02	11.36	2.42			2¾	98.04	**Manteca** 1.80	108.61	5½			4.23	f 8.13	1.48	5.32
6.44	2.05	11.39	2.46			7	99.84	**Morrano** 4.72	106.81	14			4.19	8.10	1.45	5.26
7.00	s 2.14	11.47	‡ 2.54			4	104.56	D....... **Ripon** 3.02	102.09	9			4.09	s 8.02	1.38	5.09
7.10	f 2.20	11.52	2.59			10	107.58	**Salida** 6.76	99.07	20½			4.03	f 7.57	1.34	4.58
7.44 8.30	s 2.37	PM s 12.03	s 3.12			6	114.34	DN.... **Modesto** .....W 4.31	92.31	12			s 3.48	s **7.44**	s 1.23	4.35
8.51	s 2.46	12.10	3.20			2	118.65	**Ceres** 1.93	88.00	5			3.38	f 7.35	1.14	3.38
						2	120.58	**Esmar** ...(Spur) 1.40	86.07	4						
9.05	f 2.52	12.15	**3.32**	14	20	6	121.98	**Keyes** 5.41	84.67	12	14	20	**3.32**	f 7.29	1.10	3.25
9.30	s **3.02**	s 12.25	‡ 3.40			8	127.39	D..... **Turlock** 5.80	79.26	16			3.20	s 7.20	s 1.02	**3.02**
9.56	f 3.13	12.36	3.49			6¾	133.19	**Delhi** 4.30	73.46	13½			3.09	f 7.10	12.53	2.21
10.15	s 3.22	s **12.46**	‡ 3.57			4	137.49	D.... **Livingston**....W 2.60	69.16	8			3.01	f 7.03	**12.46**	2.03
10.27	f 3.27	12.50	4.02			6	140.09	**Arena** 4.19	66.56	12½			2.55	f 6.59	12.42	1.53
10.45	s 3.35	12.57	‡ 4.09			11	144.28	**Atwater** 1.69	62.37	22½			2.47	f 6.52	12.36	1.38
							145.97	**Buhach** 1.82	60.68							
							147.79	**Ashby**....(Spur) 3.94	58.86							
11.20 AM AR	s 3.53 PM AR	s **1.10** PM AR	s 4.23 AM AR				151.73	DN.... **MERCED**.....W	54.92				2.33 AM LV	6.40 AM LV	12.25 PM LV	**1.10** PM LV
Daily Ex. Sun.	Daily	Daily	Daily										Daily	Daily	Daily	Daily Ex. Sun.
(4.55)	(1.59)	(1.40)	(1.48)					(57.49)					(1.57)	(1.40)	(1.29)	(4.35)

‡ Train No. 50 will stop on signal to let off passengers.

★ Trains Nos. 297 and 298 may carry passengers.

All trains must get orders or clearance cards before leaving Lathrop.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Merced, Raymond and Fresno.

TOWARD SAN FRANCISCO.

		Second Class.	
147	149	297	
osemite assenger	Yosemite Passenger	★Way Freight	
Daily	Daily	Daily Ex. Sun.	
......	......	......	......
......	......	PM AR 12.10	......
......	......	PM 11.45	......
......	......	11.29	......
......	......	......	......
......	......	11.04	......
......	......	......	......
......	......	10.43	......
......	......	10.25	......
M AR 4.35	P M AR 8.25	......	......
4.20	ƒ 8.10	......	......
4.11	ƒ 8.01	......	......
......	ƒ	......	......
......	ƒ	......	......
3.49	ƒ 7.39	......	......
3.45	ƒ 7.35	......	......
3.40 M LV	7.30 P M LV	......	......
......	......	10.25	......
......	......	**9.50**	......
......	......	8.53	......
......	......	......	......
......	......	......	......
......	......	8.28	......
......	......	8.15	......
......	......	8.00 A M LV	......
Daily	Daily	Daily Ex. Sun.	
(0.55)	(0.55)	(4.10)	

General Baggage Agent
OCT 9 1903
So. Pac. Co. San Francisco.

E B Carson
GBA

SUPPLEMENT TO TIME TABLE NO. 39

SUPERSEDING YOSEMITE BRANCH TRAINS ON PAGE 17 OF SAID TIME CARD

EFFECTIVE 12:01 P.M. FRIDAY, OCTOBER 9, 1903

FROM SAN FRANCISCO.				TOWARD SAN FRANCISCO.	
148 Pass & Frt.	144 Yosemite Passgr		STATIONS	143 Pass & Frt.	147 Passgr.
PM LV	AM LV			AM AR	PM AR
4:50	5:15	DN	BERENDA	10:00	8:25
			7.39		
f 5:07	f 5:32		Talbot	f 9:28	f 8:10
			4.22		
f 5:18	f 5:42		Daulton	f 9:10	f 8:01
			2.77		
f	f		Jesbel(Spur)	f	f ....
			3.60		
f	f		Day (Spur)	f	f ....
			0.60		
f 5:46	f 6:06		Herbert	f 8:30	f 7:39
			1.40		
f 5:55	f 6:10		Knowles(Spur)	f 8:25	f 7:35
			1.02		
6:05	6:15	D	RAYMOND	8:00	7:30
PM AR	AM AR			AM LV	PM LV

Note: All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

W. S. PALMER

Superintendent.

★ Trains Nos. 297 and 298 may carry passengers.

All trains must get orders or clearance cards before leaving Fresno.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Lathrop and Merced.

FROM SAN FRANCISCO.

Second Class.				First Class.			
			298 ★Way Freight			8 El Paso Passenger	8 Baker Passe
			Daily Ex. Sun.			Daily	Dai
....	....	....	....	....	....	AM LV 10.00	AM 8.
....	....	....	AM LV 6.25	....	....	PM LV **1.54**	AM 11.
....	....	....	6.38	....	....	*f* 2.02	11.
....	....	....	6.44	....	....	2.05	11.
....	....	....	7.00	....	....	*s* 2.14	11.
....	....	....	7.10	....	....	*f* 2.20	11.
....	....	....	**7.44** 8.30	....	....	*s* 2.37	PM *s* 12.
....	....	....	8.51	....	....	*s* 2.46	12.
....	....	....	....	....	....	....	....
....	....	....	9.05	....	....	*f* 2.52	12.
....	....	....	9.30	....	....	*s* **3.02**	*s* 12.
....	....	....	9.56	....	....	*f* 3.13	12.
....	....	....	10.15	....	....	*s* 3.22	*s* **12.**
....	....	....	10.27	....	....	*f* 3.27	12.
....	....	....	10.45	....	....	*s* 3.35	12.
....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....
....	....	....	11.20 AM AR	....	....	*s* 3.53 PM AR	*s* **1.1** PM
			Daily Ex. Sun.			Daily	Daily
			(4.55)			(1.59)	(1.40

‡ Train No. 50 will stop on signal to let off passengers.

★ Trains Nos. 297 and 298 may carry passengers.

All trains must get orders or clearance cards

All west-bound trains have absolute right of

TIME TABLE

TOWARD SAN FRANCISCO.

WESTERN DIVISION: Merced, Raymond and Fresno.

FROM SAN FRANCISCO.								Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA ANTIOCH.	TIME TABLE No. 89. August 1, 1903.	DISTANCE FROM FRESNO.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.								
ss.	First Class.																First Class.							Second Class.	
98	150	8	84	148	146	144	50										9	49	143	83	145	147	149	297	
Way ight	Yosemite Passenger	El Paso Passenger	Bakersfield Passenger	Passenger and Freight	Passenger and Freight	Yosemite Passenger	Bakersfield Passenger										Sunset Limited	Fresno Passenger	Passenger and Freight	Bakersfield Passenger	Passenger and Freight	Yosemite Passenger	Yosemite Passenger	★Way Freight	
ily Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	
....	....	AM LV 10.00	AM LV 8.00	....	....	....	PM LV 11.25	....	....	.....	0.00	... SAN FRANCISCO ...	206.65	.....	....	....	AM AR 8.25	PM AR 12.25	....	PM AR 5.25	....	....	....	....	.....
LV **.25**	....	PM LV 3.53	PM LV 1.10	....	....	....	AM LV 4.23	14	20	8	151.73	.DN....MERCED.....W. 6.00	54.92	16	14	20	AM AR s 2.33	AM AR s 6.40	....	PM AR s **12.25**	....	....	....	PM AR 12.10	.....
.43	....	f 4.05	1.19	....	....	....	4.33			4	157.73	........Lingard........ 3.91	48.92	10½			2.19	f 6.30	....	12.13	....	....	....	PM 11.45	.....
.55	....	s 4.12	1.24	....	....	....	4.39			6	161.64	........Athlone........ 5.38	45.01	14			2.12	f 6.23	....	12.07	....	....	....	11.29	.....
....	....	....	....	....	....	....	....			1	167.02	......Sierra Vista.(Spur). 0.98	39.63	2½			....	....	....	....	....	....	....	....	.....
.33	....	s 4.24	f **1.33**	....	....	....	‡ 4.48			1¾	168.00	.D..... Minturn....... 1.33	38.65	3½			2.00	f 6.13	....	PM f 11.59	....	....	....	11.04	.....
....	....	....	....	....	....	....	....			5	169.33	........McNear...(Spur). 3.97	37.32	10½			....	....	....	....	....	....	....	....	.....
.00	....	f 4.34	1.41	....	....	....	4.57			5¾	173.30	.........Califa......... 4.29	33.35	11½			1.49	f 6.04	....	11.52	....	....	....	10.43	.....
.20	....	s 4.43	s 1.47	....	....	....	5.03				177.59	.DN... BERENDA ....W.	29.06				1.40	5.57	....	11.45	....	....	....	10.25	.....
												Yosemite Branch.													
....	PM LV 4.55	....	....	PM LV 1.20	....	AM LV 5.15	....	14	20	15	177.59	.DN. BERENDA ..W. 7.39	29.06	15	14	20	....	....	AM AR 9.05	....	....	PM AR 4.35	PM AR 8.25	....	.....
....	f 5.12	....	....	f 1.38	....	f 5.32	....			8½	184.98	.......Talbot 4 22	36.45	8½			....	....	f 8.40	....	....	f 4.20	f 8.10	....	.....
....	f 5.22	....	....	f 1.55	....	f 5.42	....			21	189.20	......Daulton.. .. 2.77	40.67	21			....	....	f 8.15	....	....	f 4.11	f 8.01	....	.....
....	f	....	....	f	....	f	....				191.97	.......Jesbel..(Spur). 3.60	43.44				....	....	f	....	....	f	f	....	.....
....	f	....	....	f	....	f	....				195.57	........Day...(Spur). 0.60	47.04				....	....	f	....	....	f	f	....	.....
....	f 5.46	....	....	f 2.25	....	f 6.06	....			4	196.17	......Herbert...... 1.40	47.64	4			....	....	f 7.35	....	....	f 3.49	f 7.39	....	.....
....	f 5.50	....	....	f 2.30	....	f 6.10	....			3¼	197.57	..... Knowles.(Spur). 1.02	49.04	3¼			....	....	f 7.30	....	....	f 3.45	f 7.35	....	.....
....	5 55 PM AR	....	....	2.35 PM AR	....	6 15 AM AR	....				198.59	.D...RAYMOND	50.06				....	....	7.05 AM LV	....	....	3.40 PM LV	7.30 PM LV	....	.....
.20	....	4.43	1.47	....	AM LV 9.30	....	5.08	14	20	10	177.59	.DN... BERENDA ....W. 7.44	29.06	20	14	20	1.33	s 5.57	....	s 11.45	PM AR 1.00	....	....	10.25	.....
.15	....	s 5.00	s 1.59	....	**9.50** AM AR	....	s 5.20			3	185.03	.DN.... Madera 2 78	21.62	7½			s 1.20	s 5.44	....	s 11.33	12.40 PM LV	....	....	**9.50**	.....
.24	....	f 5.07	2.03	....	....	....	5.25			4	187.81	........Borden 3.50	18.84	9			1.14	f 5.40	....	11.29	....	....	....	8.53	.....
....	....	f	....	....	....	....	**5.35**			7	191.31	........Irrigosa...(Spur). 3.28	15.34	14½			....	f **5.35**	....	....	....	....	....	....	.....
....	....	....	....	....	....	....	....				194.59	.... Tharsa ...(Spur). 2.21	12.06				....	....	....	....	....	....	....	....	.....
.51	....	f 5.25	2.15	....	....	....	5.45			6	196.80	........Herndon ....W. 4.50	9.85	12			12.58	f 5.25	....	11.18	....	....	....	8.28	.....
.03	....	f 5.34	2.22	....	....	....	5.52			7	201.30	.... Muscatel 5.35	5.35	15			12.50	f 5.18	....	11.12	....	....	....	8.15	.....
.20 AR	....	¶ 5.45 PM AR	2.30 PM AR	....	....	....	6.02 AM AR				206.65	.DN....FRESNO.....W.	0.00				12.40 AM LV	5.10 AM LV	....	11.05 AM LV	....	....	....	8.00 AM LV	.....
ily Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	
.55)	(1.00)	(1.52)	(1.20)	(1.15)	(0.20)	(1.00)	(1.39)					(54.92)					(1.53)	(1.30)	(2.00)	(1.20)	(0.20)	(0.55)	(0.55)	(4.10)	

ain No. 50 will stop on signal to let off passengers.

★ Trains Nos. 297 and 298 may carry passengers.

All trains must get orders or clearance cards before leaving Fresno.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: Stockton and Merced.

FROM SAN FRANCISCO.									Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO VIA NILES.	TIME TABLE No. 89. August 1, 1903.	DISTANCE FROM MERCED.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO.								
Second Class.				First Class.														First Class.					Second Class.			
			306 Passenger and Freight			152 ★Passenger		154 Passenger and Freight	Danger Point	Caution Point			STATIONS.			Danger Point	Caution Point	151 ★Passenger		153 Passenger and Freight			305 Passenger and Freight			
			Daily Ex. Sun.			Daily		Daily Ex. Sun.										Daily		Daily Ex. Sun.			Daily Ex. Sun.			
			A M LV 9.50			P M LV 1.12		P M LV 1.07			12	91.70	DN .. **STOCKTON** ... W 6.00	72.25	13			A M AR 11.45		P M AR 3.42			P M AR 5.30			
						f					3½	97.70	Charleston (Spur) 1.70	66.25	4			f		f						
						f			14	20	4½	99.40	Walthall (Spur) 2.20	64.55	5	14	20	f		f						
								f			6½	101.60	Holden (Spur) 3.20	62.35	8			f		f						
			10.38			s 1.40		1.35				104.80	D ..... **PETERS** ..... W	59.15				11.12		3.12			4.40			
			MILTON BRANCH.					1.40			13¾	104.80	D ..... **PETERS** ..... W 5.70	59.15	20					s 3.12			MILTON BRANCH.			
								f 1.54	14	20	14	110.50	Waverly 5.80	64.85	22	14	20			f 2.57						
								2.10 P M AR				116.30	D ..... Milton	70.65						2.40 P M LV						
			10.38			1.40					8¾	104.80	D ..... **PETERS** ..... W 4.40	59.15	11			s 11.12					4.40			
			11.03			s 1.50					6½	109.20	D .... Farmington (Spur) 3.30	54.75	9			s **11.03**					4.24			
						f					5½	112.50	Trigo (Spur) 2.80	51.45	8			f								
			11.25			f 2.05					4¾	115.30	Cometa 2.40	48.65	7			f 10.48					4.02			
						f					8	117.70	Clyde (Spur) 4.00	46.25	10			f								
						f					3½	121.70	Burnett (Spur) 1.70	42.25	5			f								
			P M 12.25			2.30 2.40					6	123.40	D ..... Oakdale ..... W 4.00	40.55	9			10.30 10.20					3.30			
			12.36			f **2.52**					9	127.40	Claribel 6.10	36.55	13½			f 10.08					**2.52**			
			12.55			s 3.08			14	20	2½	133.50	D .... Waterford 1.60	30.45	3¾	14	20	s 9.52					2.27			
			1.06			s 3.13					8¾	135.10	Hickman 5.80	28.85	13¼			s 9.47					2.15			
			1.20 P M AR			3.30 3.40					9¼	140.90	D .... Montpellier ... W 6.20	23.05	14			9.30 9.20					2.00 P M LV			
						f 3.58					5½	147.10	Ryer 2.70	16.85	8½			f 9.02								
						f					4¾	149.80	Arundel (Spur) 3.80	14.15	7¼			f								
						f 4.18					7	153.60	Amsterdam 4.70	10.35	10½			f 8.42								
						f					8¾	158.30	Nairn (Spur) 5.65	5.65	13½			f								
						4.50 P M AR						163.95	D ..... **MERCED** ..... W	0.00				8.10 A M LV								
			Daily Ex. Sun.			Daily		Daily Ex. Sun.										Daily		Daily Ex. Sun.			Daily Ex. Sun.			
			(3.30)			(3.38)		(1.03)					(72.25)					(3.35)		(1.05)			(3.30)			

Train No. 154 has right of track over Train No. 153.

Train No. 306 has right of track over Train No. 305.

★ Trains Nos. 151 and 152 will handle freight between Montpellier and Merced.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION.

NAPA JUNCTION AND SANTA ROSA.

FROM SAN FRANCISCO. 3d Class	FROM SAN FRANCISCO. First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 89. August 1, 1903.	DISTANCE FROM SANTA ROSA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO. First Class.		TOWARD SAN FRANCISCO. 3d Class
294	68	66										65	67	293
Santa Rosa Freight	Santa Rosa Passenger	Santa Rosa Passenger					STATIONS.					Santa Rosa Passenger	Santa Rosa Passenger	Santa Rosa Freight
Daily Ex. Sun.	Daily	Daily	Danger Point	Caution Point						Danger Point	Caution Point	Daily	Daily	Daily Ex. Sun.
....	P M LV 4.00	A M LV 7.30			....	0.00	....SAN FRANCISCO....	75.01	.....			A M AR 9.25	P M AR 6.25	....
....	P M LV 5.31	A M LV 9.05			.....	31.01	.D..SOUTH VALLEJO.W.	44.00	.....			A M AR 7.37	P M AR 4.40	....
A M LV 10.30	P M LV 5.49	A M LV 9.22				38.31	.D. NAPA JUNCTION.... 5.00	36.70				A M AR 7.20	P M AR 4.24	P M AR 5.05
10.44	f 5.59	f 9.33			8½	43.31	.........Buchli 2.20	31.70	13½			f 7.09	f 4.15	4.48
10.50	f 6.04	f 9.38			3¾	45.51	.... Merazo 4.80	29.50	6			f 7.05	f 4.10	4.40
11.35	f 6.14	f 9.48			8¼	50.31	.... Shellville 3.12	24.70	15			f 6.56	f 4.01	4.25
....	....	....			5¼	53.43	.... Snyder ...(Spur). 1.38	21.58	8			....	....	....
11.52	s 6.23	s 9.58			2½	54.81	.D.....El Verano....W. 1.61	20.20	4			s 6.48	s 3.52	3.52
....	f......	f......			2¾	56.42	.....Agua Caliente(Spur). 0.79	18.59	5			f......	f......	....
......	f......	f.....			1¼	57.21	......Sobre Vista .(Spur). 0.70	17.80	2			f......	f......	....
P M 12.02	f 6.30	f10.06			1¼	57.91	.... Yulupa 0.69	17.10	2			f 6.42	f 3.46	3.26
12.06	f 6.32	f10.08			1¼	58.60	.... Gelston 1.51	16.41	2			f 6.39	f 3.43	3.23
12.17	s 6.35	s10.12	14	20	2½	60.11	.......Glen Ellen....... 0.60	14.90	4½	14	20	s 6.36	s 3.40	3.18
12.19	f 6.36	f10.14			1	60.71	.... Warfield 1.40	14.30	1½			f 6.34	f 3.38	3.10
12.23	f 6.39	f10.17			2½	62.11	.... Beltane 1.70	12.90	3½			f 6.31	f 3.34	3.05
12.28	f 6.43	f10.21			3	63.81	.... Wildwood 0.70	11.20	4½			f 6.27	f 3.29	2.58
12.40	s 6.46	s10.24			1¼	64.51	.D..... Kenwood 1.43	10.50	2			s 6.25	s 3.27	2.56
....	f......	f......			2½	65.94	.... Lawndale ..(Spur). 0.67	9.07	4			f......	f......	....
12.47	f 6.52	f10.30			1¼	66.61	......Los Guilicos...... 1.30	8.40	2			f 6.19	f 3.21	2.42
12.52	f 6.55	f10.33			2¼	67.91	........Annadel........ 1.59	7.10	4			f 6.16	f 3.17	2.37
....	★......	★......			4¼	69.50	.........Oleson ...(Spur). 0.91	5.51	7½			★......	★......	....
1.00	f 7.01	f10.39				70.41	.... Melitta 1.69	4.60				f 6.10	f 3.11	2.28
....	....	....			2¾	72.10	.... Baku ....(Spur). 2.91	2.91	5			....	....	....
1.15 P M AR	7.12 P M AR	10.50 A M AR			5	75.01	.D...SANTA ROSA ..W.	0.00	9	6.00 A M LV	3.00 P M LV	2.10 P M LV
......	....	....										....	....	....
Daily Ex. Sun.	Daily	Daily										Daily	Daily	Daily Ex. Sun.
(2.45)	(1.23)	(1.28)					(36.70)					(1.20)	(1.24)	(2.55)

★Trains Nos. 65, 66, 67 and 68 will stop at Oleson, on signal, to let off passengers.
Trains Nos. 65, 66, 67 and 68 will, during the hunting season, stop at cabin near Culvert 72–E, on signal.
Train No. 294 has right of track over Train No. 293.

ELMIRA AND RUMSEY.

FROM SAN FRANCISCO First Class.		Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	TIME TABLE No. 89. August 1, 1903.	DISTANCE FROM RUMSEY.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		TOWARD SAN FRANCISCO First Class.	
80	78										79	77
Winters Passenger	★Rumsey Passenger					STATIONS.					Winters Passenger	★Rumsey Passenger
Daily	Daily	Danger Point	Caution Point						Danger Point	Caution Point	Daily	Daily
P M LV 3.30	A M LV 7.00			.....	0.00	....SAN FRANCISCO.... 60.32	111.37	.....			A M AR 10.55	P M AR 7.25
P M LV 6.35	A M LV 9.55				60.32	.D......ELMIRA.....W. 4.24	51.05				A M AR 7.50	P M AR 4.13
s 6.45	s10.05			5¾	64.56	.D.....Vacaville....... 1.89	46.81	11½			s 7.40	s 4.02
f......	f......			2½	66.45	.........Violet....(Spur). 2.82	44.92	5			f......	f......
f......	f......			3¾	69.27	........Hartley...(Spur). 1.95	42.10	7½			f......	f......
f......	f......			2¾	71.22	......Allendale..(Spur). 3.63	40.15	5			f......	f......
f 7.06	f10.33			5	74.85	...... Wolfskill 1.97	36.52	9½			f 7.14	f 3.14
7.10 P M AR	s10.43			2¾	76.82	.D......Winters.....W. 4.37	34.55	6			7.10 A M LV	s 3.08
....	f10.55			6	81.19	..........Ely.......... 3.15	30.18	11½			....	f 2.47
....	f11.04			4¼	84.34	........Citrona........ 3.33	27.03	8½			....	f 2.38
....	s11.14			4½	87.67	........Madison.....W. 3.10	23.70	9			....	s 2.30
....	s11.24	14	20	4¼	90.77	........Esparto.....W. 1.87	20.60	10½	14	20	....	s 2.20
....	....			3¼	92.64	.........Corfu....(Spur). 0.73	18.73	6			....	....
....	f11.32			1¼	93.37	.........Capay......... 4.10	18.00	3			....	f 2.08
....	f11.45			7	97.47	...... Cadanassa 4.20	13.90	14			....	f 1.55
....	f11.59			7¼	101.67	........Tancred 2.50	9.70	14			....	f 1.42
....	P M f12.07			4¼	104.17	.... Surrey 1.00	7.20	8½			....	f 1.33
....	f12.11			1¾	105.17	.......Amaranth....... 1.20	6.20	3½			....	f 1.29
....	s12.30			2	106.37	.D......Guinda 0.70	5.00	4			....	s 1.25
....	f12.33			1¼	107.07	.... Sauterne 1.70	4.30	2			....	f 1.17
....	f12.37			3	108.77	.......Cashmere....... 2.60	2.60	6			....	f 1.13
....	12.45 P M AR			4½	111.37	........RUMSEY ....W.	0.00	10			....	1.05 P M LV
Daily	Daily										Daily	Daily
(0.35)	(2.50)					(51 05)					(0.40)	(3.08)

Train No. 78 has right of track over Train No. 77.
★Trains Nos. 77 and 78 will do freight work between Esparto and Rumsey.
Freight will be handled by irregular trains between Elmira and Esparto.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

FROM SAN FRANCISCO

TIME TABLE No. 89. August 1, 1903.

Third Class.		Second Class.			Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
296	264	74	76	72	Danger Point	Caution Point			
★Santa Rosa Freight	Calistoga Freight	Suisun Passenger	Freight	Suisun Passenger and Freight					
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily					
....	....	PM LV 3.45	....	AM LV 6.40			.....	31.01	....SOUTH VALLEJO...
PM LV 5.55	PM LV 4.55	PM LV 4.25	PM LV 2.25	AM LV 7.24			6¼	38.31	.D.. NAPA JUNCTION.. 3.66
6.35	**5.32**	f 4.35	3.15 PM AR	f 7.37			6¾	41.97	....Creston........W. 3.92
6.55	6.05	s 4.45	....	s **7.49**	14	20	2	45.89	.D.. Cordelia.......... 1.36
....	....	....	....	....			2½	47.25	....Thomasson...(Spur). 1.68
....	....	....	....	....			3¼	48.93	....Subeet.......(Spur). 2.18
7.30 PM AR	6.45 PM AR	4.55 PM AR	....	8.02 AM AR				51.11	.D SUISUN........W.
Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily					
(1.35)	(1.50)	(0.30)	(0.50)	(0.38)					(12.80)

FROM SAN FRANCISCO.

TIME TABLE No. 89. August 1, 1903.

3d.Class	Second Class.			First Class.							Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.
262	74	76	72	168	64	68	166	62	66	164	Danger Point	Caution Po.nt			
Calistoga Freight	Suisun Passenger and Freight	Freight	Suisun Passenger and Freight	Passenger	Calistoga Passenger	Santa Rosa Passenger	Napa Passenger	Calistoga Passenger	Santa Rosa Passenger	Passenger					
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
....	....	....	....	....	PM LV 4.00	PM LV 4.00	....	AM LV 7.30	AM LV 7.30	....			.....	0.00	....SAN FRANCISCO..
....	PM LV 3.45	PM LV 1.00	AM LV 6.40	....	PM LV 5.40	PM LV 5.31	....	AM LV 9.10	AM LV 9.05	....			2	31.01	.D.. SOUTH VALLEJO W. 1.10
....	s 3.50	1.05	s 6.45	....	s 5.43	s 5.34	....	s 9.13	s 9.08	....	14	20	4¼	32.11	....North Vallejo...... 3.28
....	f 4.01	1.16	f 6.56	....	5.50	f 5.41	....	9.20	f 9.14	....			4	35.39	....Flosden.......... 2.92
....	4.10 PM AR	1.25 PM AR	7.05 AM AR	....	**5.55**	5.48 PM AR	....	s 9.25	9.20 AM AR	....				38.31	.D.. NAPA JUNCTION..
AM LV 9.05	....	....	....	PM LV 6.07	5.56	....	PM LV 5.00	9.25	....	AM LV 6.35			4	38.31	.D.. NAPA JUNCTION.. 3.75
9.15	....	....	....	f 6.14	f 6.02	....	5.07	f 9.31	....	f 6.42			3¼	42.06	....Thompson....(Spur). 3.10
....	....	....	....	....	....	....	....	....	....	....			1½	45.16	....Imola........(Spur). 1.31
9.43	....	....	....	6.22 PM AR	s 6.12	....	5.15 PM AR	s **9.43**	....	6.50 AM AR				46.47	.D.. Napa..........W. 2.33
10.15	....	....	....	....	f 6.17	....	....	f 9.49	....	....				48.80	....Union.......... 2.31
10.30	....	....	....	....	f 6.22	....	....	f 9.55	....	....			9	51.11	....Oak Knoll........ 1.68
10.41	....	....	....	....	f 6.27	....	....	f 10.00	....	....				52.79	....Trubody......... 2.26
10.55	....	....	....	....	s 6.32	....	....	s 10.07	....	....			3¾	55.05	.D.. Yountville......W. 3.44
11.17	....	....	....	....	s 6.40	....	....	s 10.14	....	....			2	58.49	.D.. Oakville......... 1.89
11.30	....	....	....	....	s 6.45	....	....	s 10.18	....	....	14	20		60.38	.D.. Rutherford....... 1.94
11.38	....	....	....	....	f 6.49	....	....	f 10.22	....	....				62.32	....Zinfandel......... 0.77
....	....	....	....	....	....	....	....	....	....	....			4	63.09	....Thomann.....(Spur). 0.35
11.45	....	....	....	....	f 6.52	....	....	f 10.24	....	....				63.44	....Crane............ 0.92
PM 12.01	....	....	....	....	s 6.56	....	....	s 10.29	....	....				64.36	....St. Helena........ 1.24
12.05	....	....	....	....	6.58	....	....	10.31	....	....				65.60	....Krug............. 0.75
12.08	....	....	....	....	f 7.00	....	....	f 10.33	....	....				66.35	....Barro............. 2.18
....	....	....	....	....	f	....	....	f	....	....			9	68.53	....Bale ......(Spur). W. 0.74
12.18	....	....	....	....	f 7.05	....	....	f 10.38	....	....				69.27	....Larkmead........ 0.67
....	....	....	....	....	f	....	....	f	....	....				69.94	....Maple..........W. 2.85
12.30 PM AR	....	....	....	....	7.12 PM AR	....	....	10.45 AM AR	....	....				72.79	.D.. CALISTOGA....W.
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					
(3.25)	(0.25)	(0.25)	(0.25)	(0.15)	(1.32)	(0.17)	(0.15)	(1.35)	(0.15)	(0.15)					(41.78)

FOOT-NOTE.—Train No. 74 has right of track over No. 73.
FOOT-NOTE.—Train No. 76 has right of track over No. 75.
FOOT-NOTE.—Train No. 162 has right of track over No. 161.
FOOT-NOTE.—Train No. 166 has right of track over No. 165.
FOOT-NOTE.—Train No. 168 has right of track over No. 167.
FOOT-NOTE.—Train No. 262 has right of track over No. 261.

★ Train No. 296 may carry passengers.
Trains Nos. 62, 64 and 166 will stop at Suscol on signal.
Trains Nos. 62 and 64 will stop at Middleton on signal.
Trains Nos. 66 and 68 will stop at Orphans' Home on signal.
Trains Nos. 164 and 168 will leave Cement Works at Napa Junction at 6.30 A.M. and 6 P.M. respectively.

All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

WESTERN DIVISION: South Vallejo, Suisun and Calistoga.

TIME TABLE
No. 89.
August 1, 1903.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM CALISTOGA.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.							Second Class.		3d Class
			Danger Point	Caution Point	161	61	65	163	63	67	165	71	73	261
					Passenger	Calistoga Passenger	Santa Rosa Passenger	Napa Passenger	Calistoga Passenger	Santa Rosa Passenger	Passenger	Suisun Passenger and Freight	Suisun Passenger and Freight	Calistoga Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
.....SAN FRANCISCO..	72.79	....	....	....	....	AM AR 9.25	AM AR 9.25	....	PM AR 6.25	PM AR 6.25	....			....
.D.. SOUTH VALLEJO W. 1.10	41.78	4	14	20	....	AM AR 7.30	AM AR 7.37	AM AR 8.58	PM AR 4.32	PM AR 4.40	....	AM AR 10.15	PM AR 6.25	....
.....North Vallejo...... 3.28	40.68	8½			....	s 7.27	s 7.34	s 8.55	s 4.29	s 4.37	....	s 10.10	s 6.20	....
.....Flosden.......... 2.92	37.40	8			....	7.21	ƒ 7.28	ƒ 8.49	4.23	ƒ 4.31	....	ƒ 9.57	ƒ 6.07	....
.D.. NAPA JUNCTION..	34.48				....	7.16	7.22 AM LV	8.43	4.17	4.25 PM LV	....	9.45 AM LV	**5.55** PM LV	....
.D.. NAPA JUNCTION.. 3.75	34.48	8	14	20	AM AR 6.13	s 7.16	....	s 8.43	4.16	....	PM AR 5.43	....	....	PM AR 4.35
.....Thompson....(Spur). 3.10	30.73	6½			6.07	ƒ 7.09	....	8.37	ƒ 4.08	....	5.37	....	....	4.24
.....Imola........(Spur). 1.31	27.63	3			....	....	....	....	....	....	....	....	....	....
.D.. Napa..........W. 2.33	26.32	18			6.00 AM LV	s 7.02	....	8.30 AM LV	s **3.58**	....	5.30 PM LV	....	....	**3.58**
.....Union............ 2.31	23.99				....	ƒ 6.55	....	....	ƒ 3.48	....	....	....	....	3.05
.....Oak Knoll.......... 1.68	21.68				....	ƒ 6.50	....	....	ƒ 3.42	....	....	....	....	2.53
.....Trubody.......... 2.26	20.00				....	ƒ 6.47	....	....	ƒ 3.38	....	....	....	....	2.45
.D.. Yountville......W. 3.44	17.74	7½			....	s 6.42	....	....	s 3.32	....	....	....	....	2.33
.D.. Oakville.......... 1.89	14.30	4			....	s 6.36	....	....	s 3.23	....	....	....	....	2.15
.D.. Rutherford........ 1.94	12.41	8			....	s 6.32	....	....	s 3.18	....	....	....	....	2.05
.....Zinfandel......... 0.77	10.47				....	ƒ 6.28	....	....	ƒ 3.13	....	....	....	....	1.55
.....Thomann.....(Spur). 0.35	9.70				....	....	....	....	....	....	....	....	....	....
.....Crane............ 0.92	9.35				....	ƒ 6.26	....	....	ƒ 3.11	....	....	....	....	1.49
.....St. Helena........ 1.24	8.43	18			....	s 6.25	....	....	s 3.09	....	....	....	....	1.43
.....Krug............ 0.75	7.19				....	6.22	....	....	3.04	....	....	....	....	1.26
.....Barro............ 2.18	6.44				....	ƒ 6.21	....	....	ƒ 3.03	....	....	....	....	1.23
.....Bale......(Spur).W. 0.74	4.26				....	ƒ......	....	....	ƒ......	....	....	....	....	....
.....Larkmead......... 0.67	3.52				....	ƒ 6.16	....	....	ƒ 2.56	....	....	....	....	1.12
.....Maple..........W. 2.85	2.85				....	ƒ......	....	....	ƒ......	....	....	....	....	....
D.. CALISTOCA.....W.	0.00				....	6.10 AM LV	....	....	2.49 PM LV	....	....	....	....	1.00 PM LV
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
(41.78)					(0.13)	(1.20)	(0.15)	(0.28)	(1.43)	(0.15)	(0.13)	(0.30)	(0.30)	(3.35)

TIME TABLE
No. 89.
August 1, 1903.

TOWARD SAN FRANCISCO.

STATIONS.	DISTANCE FROM SUISUN.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		Second Class			Third Class.	
			Danger Point	Caution Point	71	75	73	263	295
					Suisun Passenger	Freight	Suisun Passenger	Calistoga Freight	Santa Rosa Freight
					Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
.....SOUTH VALLEJO..	20.10	....	....	....	AM AR 10.15	....	PM AR 6.25	....	....
.D.. NAPA JUNCTION.. 3.66	12.80	9½	14	20	AM AR 9.15	PM AR 3.50	PM AR 5.45	AM AR 8.40	AM AR 10.10
.....Creston........W. 3 92	9.14	10			ƒ 9.00	3.25 PM LV	ƒ **5.32**	8.20	9.50
.D.. Cordelia.......... 1.36	5.22	3			s 8.45	....	s 5.20	**7.49**	9.10
.....Thomasson...(Spur). 1.68	3.86	4			....	....	....	....	....
.....Subeet.......(Spur). 2.18	2.18	5			....	....	....	....	....
.D.. SUISUN........W.	0.00				8.30 AM LV	....	5.10 PM LV	7.15 AM LV	8.45 AM LV
					Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.
(12.80)					(0.45)	(0.25)	(0.35)	(1.25)	(1.25)

FOOT-NOTE.—Train No. 74 has right of track over No. 73.
FOOT-NOTE.—Train No. 76 has right of Track over No. 75.
FOOT-NOTE.—Train No. 162 has right of track over No. 161.
FOOT-NOTE.—Train No. 166 has right of track over No. 165.
FOOT-NOTE.—Train No. 168 has right of track over No. 167.
FOOT-NOTE.—Train No. 262 has right of track over No. 261.
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See rule 81.

Trains Nos. 61, 63 and 163 will stop at Suscol on signal.
Trains Nos. 61 and 63 will stop at Middleton on signal.
Trains Nos. 65 and 67 will stop at Orphans' Home on signal.
Trains Nos. 161 and 165 will run to Cement Works at Napa Junction.

WESTERN DIVISION: Woodbridge and Valley Spring.

FROM SAN FRANCISCO.													TIME TABLE No. 89. August 1, 1903.					TOWARD SAN FRANCISCO.								
Second Class.				First Class.					Flagging distance expressed in number of poles.		Minimum running time between stations for passenger trains—minutes.	DISTANCE FROM SAN FRANCISCO.	STATIONS.	DISTANCE FROM VALLEY SPRING.	Minimum running time between stations for freight trains—minutes.	Flagging distance expressed in number of poles.		First Class.					Second Class.			
			312				172	174	Danger Point	Caution Point						Danger Point	Caution Point	171	173				311			
			Passenger and Freight				Passenger	Passenger										Passenger	Passenger				Passenger and Freight			
			Daily Ex. Sun.				Daily	Sunday Only										Daily	Sunday Only				Daily Ex. Sun.			
							AM LV 8.30				....	0.0	....SAN FRANCISCO....	131.0	....			PM AR 4.25								
			AM LV 6.20					AM LV 8.05	14	20		106.8	..... WOODBRIDGE .. W. 2.6	29.4		14	20		PM AR 5.00				PM AR 6.10			
			s 7.10				PM LV 1.40	s 8.27			7	104.2	.D....... Lodi......... 2.9	26.8	8			AM AR 11.20	s 4.40				s 5.30			
			f 7.20				f 1.49	f 8.36			5¾	107.1	.... Gillespie 4.4	23.9	9			f 11.10	f 4.32				f 5.15			
			s 7.40				s 2.00	s 8.48			8¾	111.5	.D.... Lockeford....... 3.9	19.5	13			s 10.59	s 4.22				s 5.03			
			s 8.15				s 2.10	s 8.58			7¾	115.4	.D..... Clements .... W. 6.2	15.6	12			s 10.48	s 4.12				s 4.39			
			s 8.40				s 2.28	s 9.16			12½	121.6	.D..... Wallace........ 5.6	9.4	18½			s 10.31	s 3.58				s 4.15			
			s 9.15				s 2.46	s 9.33			13½	127.2	........Helisma........ 3.0	3.8	17			s 10.15	s 3.40				s 3.55			
			f				f	f			6	130.2	.........Norval ...(Spur). 0.8	0.8	9			f	f				f			
			9.45 AM AR				3.00 PM AR	9.45 AM AR			2	131.0	.D..VALLEY SPRING.W.	0.0	2½			9.55 AM LV	3.20 PM LV				3.35 PM LV			
			Daily Ex. Sun.				Daily	Sunday Only										Daily	Sunday Only				Daily Ex. Sun.			
			(3.25)				(1.20)	(1.40)					(29.4)					(1.25)	(1.40)				(2.35)			

Train No. 172 has right of track over train No. 173.
Trains Nos. 174 and 312 have right of track over train No. 171.
All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 81.

SPECIAL RULES.

Rule No. 99 reads as follows: "When a train stops or is delayed under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of the train must be protected in the same way, when necessary, by the fireman."

(a) Columns to the right and left of station names on the face of this time-card contain figures denoting the distance a flagman is required to go back to insure full protection under the above rule. At the distance denoted by the number of telegraph poles in column headed "Danger," the flagman will place one torpedo on the rail: he will then continue to go back to the number of telegraph poles denoted by figures in column headed "Caution," where he will place two torpedoes on the rail, not more than 200 feet apart; he will then return to the "Danger point," and remain there until recalled by the whistle of the engine of his train, unless a passenger train is due or expected within 5 minutes, in which case he will remain until it arrives. On returning to his train he will remove the torpedo placed at the "Danger point," but the two placed at the "Caution point" must be left undisturbed. When there is not a clear view for at least one-half mile to the rear, train should be moved forward a sufficient distance to insure safety before the flagman is recalled.

(b) When a train is detained more than 3 minutes at any of its usual stops between terminals, it must be protected as above prescribed.

(c) When a train stops at any unusual place the engineman will be held responsible for failure to immediately sound his whistle as a signal to the flagman to go back and protect the train.

(d) Should the speed of a train be reduced, and its rear thereby endangered making it necessary to check the speed of a following train before a flagman can get off, lighted red "fusees" will be thrown on the track at intervals to insure absolute safety to the leading train.

Semaphore signals, interlocked with the drawbridges at such points, having been put up at San Joaquin River between Minard and Lathrop, Pacheco Slough at Avon and Cordelia Slough at Cygnus, trains approaching these drawbridges from either direction and finding the semaphores at "clear," may pass over the drawbridges without coming to a full stop, speed, however, to be reduced so as not to exceed fifteen miles per hour. If signals are found at danger trains must be brought to a full stop, and crew be governed by Rule 40 (page 94).

"Referring to Rule 12 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

In addition to junctions and terminals, 16th Street and First Street (Oakland), Livermore, Lodi, Montpellier, Los Banos, Martinez, Benicia and Napa will be registering stations.

Enginemen, before leaving any registering station, will require from the Conductor a check on proper blank showing the numbers of all *ruling* trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for passenger trains.*"

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time than given in the column headed "*Minimum running time between Stations for freight trains.*"

Standard clocks are located at Oakland Pier, West Oakland (telegraph office), Tracy, Mendota, Stockton, Lodi, Galt, Berenda, South Vallejo, Suisun and Elmira.

SPECIAL RULES—Continued.

OAKLAND.

The following signals in the Oakland Interlocking System are assigned to special routes as noted. All other signals in the system govern tracks in accordance with Standard Rules. (See page 107.)

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1 and Bridge No. 2 is east of it. The signal posts on the bridges are placed over the right-hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2, as follows:

Post over track No. 1 carries signals 35 and 37.
Signal 35 into track No. 2.
Signal No. 37 across tracks 2 and 3 into track 4.

Post over track No. 2 carries signals 39 and 41.
Signal 39 out track 2.
Signal 41 across track 3 and into track 4.

Post over track No. 3 carries signals 43 and 45.
Signal 43 out track 3.
Signal 45 into track 4.

Post over track No. 4 carries signals 47 and 49.
Signal 47 out track 4.
Short arm switching signal 49 to tracks 3 or 2.

East-bound Signal Bridge No. 2 as below:

Post over track No. 1 carries signal No. 51.
Short arm switching signal 51 out track 1 or across tracks 2 and 3 and into track 4.

Post over track No. 2 carries signals 53 and 55.
Signal 53 out track 2.
Short arm switching signal 55 into track 1.

Post over track No. 3 carries signals 57 and 59.
Signal 57 into track 2.
Short arm switching signal 59 into track 1.

Post over track No. 4 carries signals 61 and 63.
Signal 61 out on track 4.
Signal 63 across track 3 and out on track 2.

Trains coming from Oakland Wharf trestle will be governed by signals Nos. 65 and 67 on signal pole.
Signal 65 across tracks 1, 2, 3 and 4 into shop trestle.
Short arm switching signal 67 into track 1.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2 and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Right-hand post carries signals 30 and 32.
Signal 30 in on track 1.
Signal 32 in on tracks 2, 3 or 4.

Left-hand post carries signals 34 and 36.
Signal 34 in on track 3.
Signal 36 in on track 4, or into Long Wharf track, or into and west on track 1, or into track 1 and across into track 2.

West-bound signals on Bridge No. 2 are good only to Bridge No. 1, as below:

Post over track No. 1 carries signal 18.
Signal 18 in on track 1.
Post over track No. 2 carries signal 20.
Signal 20 in on track 2.
Post over track No. 3 carries signals 22 and 24.
Signal 22 in on track 3.
Signal 24 in on track 2 or 1.
Post over track No. 4 carries signals 26 and 28.
Signal 26 in on track 4.
Short arm switching signal 28 in on tracks 3, 2 or 1.

West-bound signals on Bridge No. 1, as below:

Post over track No. 1 carries signal 8.
Signal 8 in on tracks 1, 2, 3, 4 or 5.
Post over track No. 2 carries signal 10.
Signal 10 in on tracks 6, 7 or 8.
Post over track No. 3 carries signal 12.
Signal 12 in on tracks 9, 10, 11 or 12.
Post over track No. 4 carries signals 14 and 16.
Signal 14 in on tracks 13, 14, 15 or 16.
Short arm switching signal 16 in on storage tracks.

Trains coming from shop trestle will be governed by dwarf signals Nos. 38 and 40, as below:

Signal 38 across tracks 4, 3, 2 and 1 and in on wharf trestle.

Signal 40 across tracks 4, 3 and 2 and in on track 1, or in on track 4.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system no such signal should be given or obeyed unless green flag or green lantern is used.

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower.

SAN FRANCISCO AND PORT COSTA.

Between Oakland (16th Street) and Port Costa the Manual Block System is in operation. Conductors and enginemen will provide themselves with copies of Block Signal Rules and will govern themselves accordingly within the above-named limits.

Block Signal Rules provide that block signals do not affect the rights of trains under the time-table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag, as per Rule 99 (page 18).

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give one long blast of the whistle, thus, ———, as a signal to the switchman.

Trains or engines going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged.

West-bound main-line trains coming into 16th Street must not pass the Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while the Berkeley train is there.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

Between 16th Street, Oakland, and Port Costa, trains will run on right-hand track. The switches at 16th Street will be controlled by towermen, and trains and engines will be governed by their signals.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains and conductors of such trains moving on time table schedule or on special orders may be given clearance by signalman at Port Costa for movement west over working-track to Crockett independent of any train movement on main line. At Crockett, before touching switches or going beyond clearance of main line, conductor must obtain regular clearance from signalman who will assure himself in the usual manner that block west of his station is clear and that no train is approaching from Port Costa which would interfere with the safe movement of the freight train from working track to west-bound main line. Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times, to protect rear end.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will stand clear for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *lookout for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

SPECIAL RULES—Continued.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include Mail Dock Switch.

West-bound trains will take the siding at Benicia when they arrive there to meet a train of the same class that will come off the boat.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains must be handled with care and kept under control, and the bell must be rung constantly.

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridges at Merced River (near Arundel) and Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP AND MERCED.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Lodi line.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

MERCED, RAYMOND AND FRESNO.

By Ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

PORT COSTA, SAN RAMON AND TRACY.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

At Port Costa the double-track switch will stand for the right-hand track, and east-bound trains will open and close it. The target and switch light will stand clear for right-hand track going onto double track, and red when going off of the double track onto the single track.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits *all* trains must run with great care, expecting to find main track occupied. Passenger trains *must* reduce speed going around obscure curves. *Regular trains*, when *twenty* minutes or more *late*, and *all irregular trains and engines*, will *lookout for themselves* against yard engines, which will be allowed to use the track. Regular trains will lose time if necessary to carry out this rule. All trains and engines will be governed by the flags shown from flag houses in this yard. Switches on long siding, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding, as this track is for special use of yard engines.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed eight (8) miles per hour.

SAN FRANCISCO AND SAN JOSE.

The limits of Oakland yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th St. Station on Port Costa Line.

Trainmen must not depend upon the Block System to protect their trains, but wherever necessary must see that the train is protected by flag as per Rule 99 (page 18).

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give two long blasts of the whistle, thus, —— ——, as a signal to the switchman.

Double-track switch at East Oakland will stand for right-hand track coming onto the double track and it will have to be opened and closed for east-bound trains. The target and switch light will stand clear for west-bound trains coming onto double track, and red for east-bound trains when going off double track onto single track. In crossing trestle between East Oakland and First Street trains arriving at either end of trestle will proceed when signal stands at clear. Should signal be at danger west-bound trains will wait three minutes and east-bound will wait five minutes and then proceed as per Rule 40 (page 94). East-bound trains must not exceed 12 miles per hour while passing through the turnout curves at each end of the gauntletted track.

All trains or engines will approach the local crossing switches at Fruitvale with great care, and know the way is clear before passing over. They will be held responsible if they strike anything on the crossing.

Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at *any* station, the speed of main-line trains must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train; come to a full stop if necessary.

All trains or engines must reduce rate of speed to six (6) miles per hour while running within the city limits of San Jose, and exercise special care when approaching crossing of Coast Division freight track at Second Street.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when crossing Peralta Street, when running between Market and Alice Streets on First Street, and in going over the crossing at the water tank at East Oakland; also when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

By ordinance, trains are prohibited from meeting between a point 100 feet west of the westerly line of Washington Street and 100 feet east of the easterly line of Broadway Street, Oakland. If, on account of fog, it should be found that two trains have entered these limits, or if, on account of accident, it should be necessary to get one train by another within these limits, the higher-classed train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

NILES AND LODI.

Between the slow boards designating the limits of the city of Stockton, the speed of trains must not exceed eight (8) miles per hour; and irregular trains and engines and trains behind time will keep sharp lookout, and run with care, expecting to find main track occupied.

Interlocking signals have been placed to govern the crossing at Sacramento and Taylor Streets in Stockton, of the tracks of the San Francisco & San Joaquin Valley Ry. and this company. Trainmen and enginemen must carefully observe the position of the signals and be governed accordingly.

The junction switches at Tracy, after being used, must be set for the main track Port Costa and Mendota lines.

The junction switches at Lathrop, after being used, must be set for the main track Niles and Lodi line.

LODI, IONE AND SACRAMENTO.

The limits of Sacramento yard will extend to and include switch at Homestead station. Within the limits of the yard all trains must be handled with care and kept under control, and the bell must be rung constantly.

Trains running via Elvas should approach that point cautiously and under full control. Switches will be operated and controlled by towermen. See Sacramento division time table for movement between Sacramento and Elvas.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than six (6) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

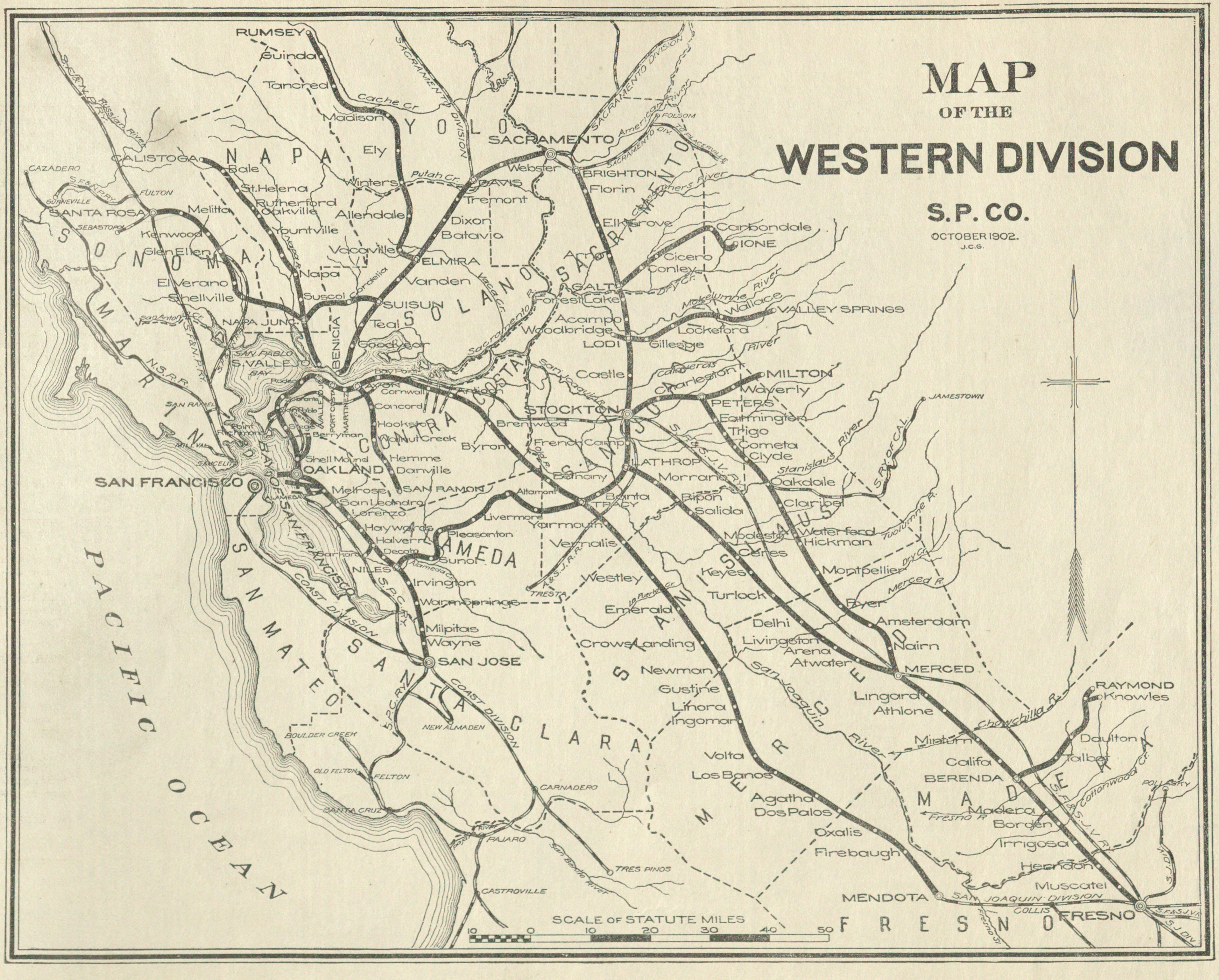
NAPA JUNCTION AND SANTA ROSA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street in Capay.



MAP OF THE WESTERN DIVISION

S.P. CO.

OCTOBER 1902.

J.C.G.

RUMSEY
Guinda
Tancred
Madison
YOLO
SACRAMENTO DIVISION
SACRAMENTO
Cache Cr.
Ely
Winters
Putah Cr.
DAVIS
Tremont
Dixon
Batavia
Webster
BRIGHTON
Florin
Elk Grove
FOLSOM
American River
PLACERVILLE
Cosumnes River
Carbondale
IONE
Cicero
Conley
Arno
GALT
Dry Cr.
Forest Lake
Acampo
Woodbridge
LODI
Gillespie
Lockeford
Wallace
Mokelumne River
VALLEY SPRINGS
Calaveras River
Castle
STOCKTON
Charleston
MILTON
Waverly
PETERS
Farmington
Trigo
Cometa
Clyde
Stanislaus River
Oakdale
Claribel
JAMESTOWN
S.RY. OF CAL.
Tuolumne R.
Waterford
Hickman
Montpellier
Dry Cr.
Merced R.
Ryer
Amsterdam
Nairn
MERCED
Lingard
Athlone
Chowchilla R.
RAYMOND
Knowles
Daulton
Talbot
Minturn
Califa
BERENDA
Madera
Borden
Irrigosa
Herndon
Muscatel
Cottonwood Cr.
POLLASKY
Fresno R.
FRESNO
COLLIS
SAN JOAQUIN DIVISION
MENDOTA
Firebaugh
Oxalis
Dos Palos
Agatha
Los Banos
Volta
Ingomar
Linora
Gustine
Newman
Crows Landing
Emerald
Westley
Delhi
Livingston
Arena
Atwater
Turlock
Keyes
Ceres
Modesto
Salida
Ripon
Morrano
LATHROP
French Camp
Banta
TRACY
Bethany
Vernalis
Yarmouth
TRESTA
Altamont
Livermore
Pleasanton
Sunol
Niles
Irvington
Warm Springs
Milpitas
Wayne
SAN JOSE
NEW ALMADEN
CARNADERO
TRES PINOS
San Benito River
PAJARO
CASTROVILLE
SANTA CRUZ
FELTON
OLD FELTON
BOULDER CREEK
COAST DIVISION
S.P.C.RY.
Decoto
Halvern
Haywards
Lorenzo
San Leandro
Melrose
OAKLAND
ALAMEDA
Shell Mound
Berryman
SAN FRANCISCO
SAUSALITO
MILL VALLEY
SAN RAFAEL
Point Richmond
SAN PABLO BAY
S. VALLEJO
VALLEJO
PORT COSTA
MARTINEZ
BENICIA
Avon
Cornwall
Bay Point
Antioch
Brentwood
Byron
Concord
Hookston
Walnut Creek
Hemme
Danville
SAN RAMON
Goodyear
Teal
SUISUN
Cordelia
Suscol
NAPA JUNC.
Napa
Vacaville
ELMIRA
Vanden
Vaca Cr.
Sacramento R.
San Joaquin R.
Allendale
Yountville
Oakville
Rutherford
St. Helena
Bale
CALISTOGA
NAPA
SONOMA
SANTA ROSA
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
FULTON
GUERNEVILLE
SEBASTOPOL
CAZADERO
Russian River
S.F.&N.P.RY.
N.S.R.R.
MARIN
SOLANO
CONTRA COSTA
SAN JOAQUIN
STANISLAUS
MERCED
MADERA
FRESNO
ALAMEDA
SAN MATEO
SANTA CLARA
SAN FRANCISCO
PACIFIC OCEAN
SCALE OF STATUTE MILES
10 0 10 20 30 40 50

WIRE RECEIPT
AT ONCE,
W. S. PALMER.

E B Carson

✓ S S